

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## AMARILLO, TEX.

Barly Grain & Elev. Co., whol. grain, hay, seed.  
Plains Grain Co., E. S. Blasdel, grain, field seeds.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Commission Co., grain commission.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers and expts.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Har & Co., G. A., grain, hay, seeds.\*  
Hertzer & Son, Gustav, grain, seeds, hay.\*  
Jones & Co., H. C., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, commission merchants.\*  
Steen & Bro., E., hay and grain.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Hasenwinkle Grain Co., grain brokers.  
Slick & Co., L. E., buyers and shippers.

## BOSTON, MASS.

Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage, com'n.\*  
McLean-Alpine Co., The, hay and grain.  
Ranlet Co., The D. W., grain and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BUFFALO, N. Y.

Corn Exchange Members.

Alder-Stofer Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., grain commission.\*  
Electric Elevator & Mfg. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly commission.  
Heinold, John G., grain and feed.  
Irwin, Dudley M., barley.  
Pratt & Co., grain commission.\*  
Ratcliffe, S. M., consignments solicited.  
Spann Grain Co., O. G., gn. com., bar'y a spec'y.  
Townsend-Ward Co., grain commission.\*

## CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers and shippers.\*  
Halliday Elevator Co., corn, oats.\*  
Hastings Co., Samuel, receivers and shippers.  
Macee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.  
Edwards, A. H., grain broker.  
Johnson & Co., C. E., grain brokers.

## CHICAGO, ILL.

Board of Trade Members.

Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Colvin & Co., Wm. H., grain brokers.  
Crighton & Laster, grain commission.\*  
Cummings Grain Co., R. F., grain merchants.  
Delany, Frank J., commission merchant.  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Hooper Grain Co., receivers, shippers.\*  
Lanson Bros. & Co., consignments solicited.\*  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*

## CHICAGO—Continued.

Nash-Wright Grain Co., grain, prov., seeds.  
Nye & Jenks Gr. Co., commission merchants.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Re Qua Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Rumsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Udlike Commission Co., grain commission.\*  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain seeds.  
Wilson & Co., B. S., grain commission.

## CINCINNATI, O.

Chamber of Commerce Members.

Allen & Munson, grain, hay, flour.\*  
Bender, A., grain, brokerage & com'n.  
Blumenthal, Max, grain, barley a specialty.\*  
Brown & Co., W. L., consignments.  
Cincinnati Grain Co., commission merchants.  
Collins & Co., grain commission.\*  
Ellis & Fleming, grain and hay.\*  
Emrick Co., C. S., grain and hay.  
Ferguson Grain Co., grain, hay and feed.\*  
Fitzgerald Bros. Co., strictly commission.\*  
Gale Bros. Co., grain, hay, feed.\*  
Gray, Ralph, receiver and shipper.  
Howard, H. W., grain and hay.  
Kramer, W. H., grain and hay.  
Maguire & Co., grain, hay commission.  
McQuillan & Co., grain, hay and feed.\*  
Perin Bros., millers and grain merchants.\*  
Richter Gr. Co., grain, hay, flour, feed.  
Schmidt & Walker Co., white corn goods.\*  
Stafford & Gale, grain and hay.  
Trent Mfg. Co., receivers and shippers.  
Union Gr. & Hay Co., grain buyers & commiss'n.\*  
Van Leunen & Co., Paul, consignments.\*  
Van Leunen Co., The, grain and hay.  
Weber, W. H., grain, hay and feed.  
Whitcomb & Root, grain, hay, millfeed.

## CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Bennett, W. A., receivers grain, hay & millfeed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.  
Kemper, J. E., grain, hay and millfeed.  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Eltr. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*  
Van Leunen & Co., Paul, consignments.

## DENVER, COLO.

Board of Trade Members.

Ady & Crowe Mercantile Co., grain, hay.\*  
Best & Co., J. D., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.

## DES MOINES, IA.

Lockwood Grain Co., B. A., grain & millfeeds.\*  
Squires Grain Co., S. E., grain merchants.\*  
Taylor & Patton Co., buyers and shippers.\*

## DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers shippers.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Simmons & Co., F. J., grain recvrs. & shippers.\*

## EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

## EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

## FORT WAYNE, IND.

Egley-Doan Eltr. Co., grain, hay and seeds.

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Fort Worth Elevator Co., grain and storage.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Terminal Grain Co., receivers, shippers.  
Werner Wilkens Grain Co., receivers & shippers.

## FOSTORIA, O.

Ward Grain Co., track buyers and brokers, grain.\*

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr., facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## INDIANAPOLIS, IND.

Board of Trade Members.

Bassett Grain Co., grain merchants.\*  
Boyd, Bert A., Indianapolis commission man.\*  
Capitol Grain Co., grain commission.  
Jordan & Montgomery Co., wholesale grain.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Merchants Hay & Grain Co., hay and grain.  
Minor, B. B., grain consignments solicited.  
Mutual Grain Co., grain commission.\*  
Witt, Frank A., grain commission & brokerage.

## JACKSON, MICH.

Sheldon, Willis E., track buyer of grain.\*  
Stockbridge Elevator Co., grain, beans, hay.

## KANSAS CITY, MO.

Board of Trade Members.

Benton Grain Co., screenings and seeds.  
Christopher & Co., B. C., commiss'n & kafir corn.\*  
Clay Grain Co., F. B., grain commission.\*  
Croysdale Grain Co., grain commission.  
Hoebel Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Goffe & Carner, recvrs. and shprs. of grain.\*  
Gregg Grain Co., Mason, commission merchants.  
Hinds Grain Co., The, receivers, futures, grain.  
Houston Carpenter Gr. Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Roehen-Cary Grain Co., grain, flour, millfeed.\*  
Russell-Grain Co., hay our specialty.  
Shannon Gr. Co., consignments solicited.\*  
Smith-Mann Gr. Co., consignments & futures.\*  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.\*  
Thresher Fuller Grain Co., grain commission.\*  
Tomlin Grain Co., kafir corn and milo maize.\*  
Vanderslice-Lynds Co., grain commission.\*

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KOKOMO, IND.

Farnsworth, F. H., grain broker.

## LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

## LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.

## LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., recvrs. & shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Menefee & Co., R. H., grain and hay.  
Schuff & Co., A. C., grain and hay.  
Thomson & Co., W. A., corn, oats and rye.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.



## Directory of the Grain Trade

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### MEMPHIS, TENN.

#### Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Horton & Co., J. B., grain & hay commission.  
Jones, Lee D., grain & hay commission.\*  
Scruggs-Robinson Co., brokers & com. merchants.  
U. S. Feed & Grain Co., grain, hay, millfeed.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat seeds.\*

### MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay, straw.

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Armstrong Co., W. J., hay merchants.  
Bartlett & Son Co., L., grain commission.  
Donahue-Stratton Co., grain dealers.\*  
Ellsworth, B. G., grain consignments.  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Mereness & Potter Co., grain commission.\*  
Morris-Parry Grain Co., Grain Dealers.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Bialto Elvtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.  
Wissbeck-Grunwald Co., grain and feed.

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Benson-Newhouse-Staback Co., grain commission.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Dalrymple, Wm., grain commission, receiver.\*  
Davies & Co., F. M., grain commission.\*  
Fraser-Smith Co., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Marfield Grain Co., grain commission.\*  
McCaull Dismore Co., consignments solicited.\*  
McDonald & Wymann, grain commission.\*  
Minnesota Grain Co., grain commission.\*  
Nicholls & Taylor, grain consignments.  
Poehler Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Rihelidaffer Co., J. H., grain com'n merchants.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Stinson-Tenney Co., grain commission.  
Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.\*  
Wernil-Anderson Co., grain commission.  
Wymann & Co., C. C., grain commission.\*  
Zimmerman, Otto A., barley specialist.\*

### MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

### NASHVILLE, TENN.

Rose, Caswell E., corn, oats, hay, feedstuffs.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

### NEW ORLEANS, LA.

McInnis, A. H., broker, grain, hay, cottonseed pdts.

### NEW YORK CITY.

#### Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Co., L. W., grain commission.\*  
Kousch & Schwartz Co., oats, corn, wheat.  
Robinson, G. B., Jr., grain and millfeeds.

### NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.  
LeGrand & Burton, grain and hay brokers.\*

### NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

### OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.  
Kolp, E. R. & D. C., grain and seed dealers.  
Perkins Grain Co., W. L., grain and hay dealers.  
Semple, C. Y., grain and feed.

### OMAHA, NEB.

#### Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.\*  
Cavers Elevator Co., receivers and shippers.\*  
Crowell Elevator Co., recvrs., shippers.\*  
Huntley, E. E., broker.  
Imperial Mfg. Co., grain consignments.  
McCaull-Dismore Co., grain.  
Merriam Commission Co., consignments.  
Nebraska-Iowa Gr. Co., consignments a specialty.\*  
Omaha Elevator Co., receivers, shippers.\*  
Peterson & Gloe Gr. Co., receivers & shippers.  
Roberts Gr. Co., Geo. A., grain dealers.  
Saunders-Westrand Co., receivers and shippers.  
Taylor Grain Co., brokers.\*  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
U. S. Commission Co., grain commission.  
Updike Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.  
Welsh Grain Co., grain and hay commission.

### PEORIA, ILL.

#### Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.  
Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., grain and seeds.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Runsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Baringer, M. F., grain and millfeed.\*  
Braser, W. P., Mgr., Finley Barrell & Co.  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E. L., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Edw. M., grain and feeds.  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A., Judson, grain and millfeed.

### PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

### PITTSBURG, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Hardman & Heck, grain, hay and millfeed.  
Heck & Co., W. F., grain, hay and millfeed.\*  
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G., & Geldel, grain, hay and feed.  
Walton Co., Sam'l, grain and hay.

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

### RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Fairbank & Co., S. G., grain, hay, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

### SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

### SAN ANTONIO, TEXAS.

Lupton Gr. Co., R., whol. grain & cottonseed pdts.

### SIOUX CITY, IOWA.

#### Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.  
Iowa-Dakota Gr. Co., grain & com. merchants.

### SIOUX FALLS, SO. DAK.

German Grain Co., buyers and shippers.

### ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dir. and broker.\*  
Musterman & Co., Wm., grain, hay, recvrs., shprs.

### ST. LOUIS, MO.

#### Merchants Exchange Members.

Connor Bros. & Co., grain.\*  
Eaton McClellan Com. Co., grain and hay.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.  
Green Commission Co., W. L., grain.\*  
Kennedy Grain Co., receivers, shippers.\*  
Langenberg Bros. & Co., grain commission.\*  
Morton & Co., grain, hay and seeds.  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Pendleton Grain Co., grain merchants.  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Toberman, Mackey & Co., consignments solicited.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TIPTON, IND.

Urmston Grain Co., consignments solicited.

### TOLEDO, O.

#### Produce Exchange Members.

Central Grain Co., The, buyers and shippers.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
Southworth & Co., grain commission.\*  
Wickenhiser & Co., John, recvrs. & shippers. of gr.  
Zahn & Co., J. F., grain, seeds.\*

### TOPEKA, KAN.

Cardwell, M. W., receiver & shipper.  
Hoyt-Blanchard Grain Co., wholesale grain.  
Jolley Grain Co., grain merchants.  
Norton Grain Co., milling wheat a specialty.

### TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

### WASHINGTON, D. C.

Craig, J. V., hay and grain broker.\*

### WICHITA, KANS.

#### Board of Trade Members.

Baldwin-Barr Gr. Co., receivers & shippers.  
Independent Grain Co., grain commission.  
Keith Gr. Co., N. H., brokers & commission.  
Woodside-Smith Gr. Co., receivers & shippers.

### WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.  
Hayes & Co., John, wholesale grain and hay.  
Head Grain Co., grain, millfeed, seeds.

\*Members Grain Dealers National Association.

## TOLEDO PRODUCE EXCHANGE MEMBERS

### JOHN WICKENHISER & CO.

Wholesale Grain Dealers  
TOLEDO, OHIO

We make track bids and quote delivered prices.  
Solicit consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago Board of Trade

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Free on request to  
Southworth & Co.  
Grain—Seeds—Provisions  
Toledo, Ohio

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Try  
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Consider also the rapid advancement of Pittsburgh as a distributing point for near and far Eastern demand. Its growth is logical, because of the city's geographical position.

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## Chamber of Commerce

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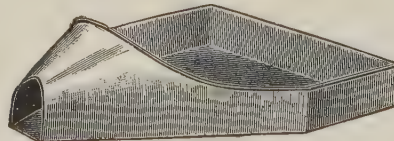
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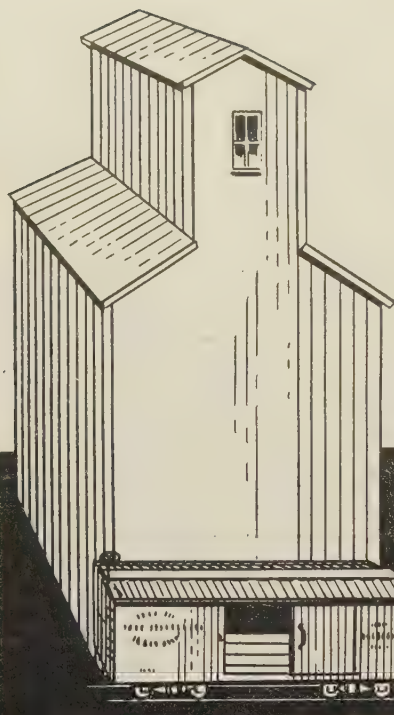
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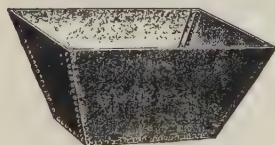
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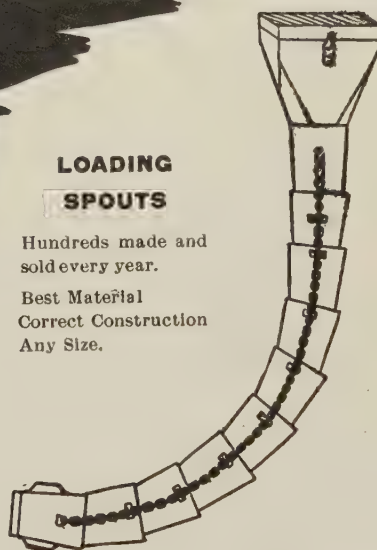
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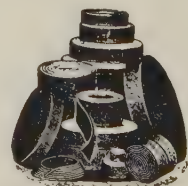


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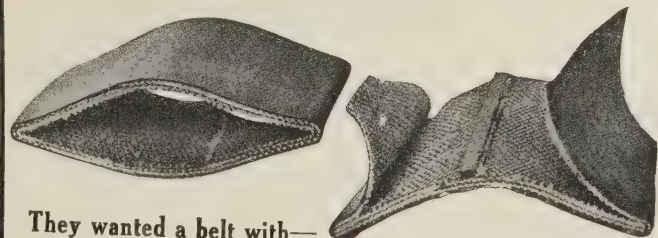
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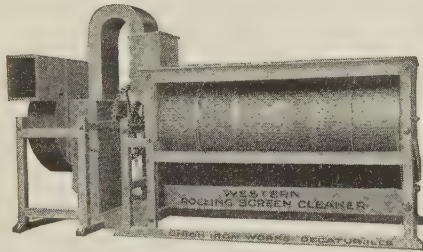
Let us send you samples of our belts and full information.

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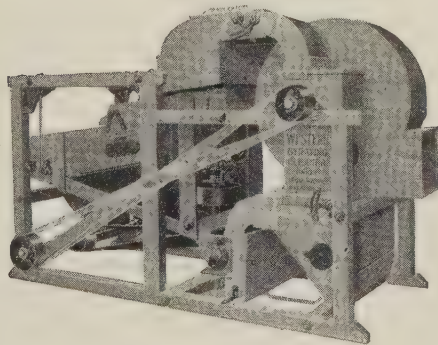
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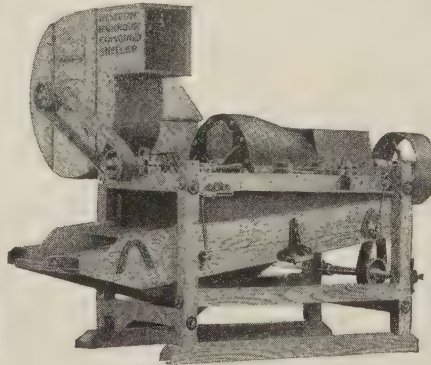
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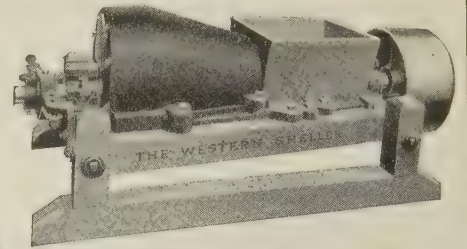
"Western" Gyration Cleaner



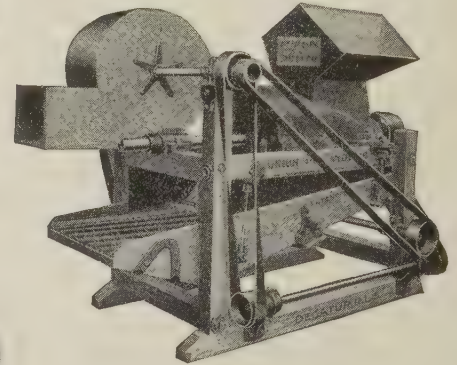
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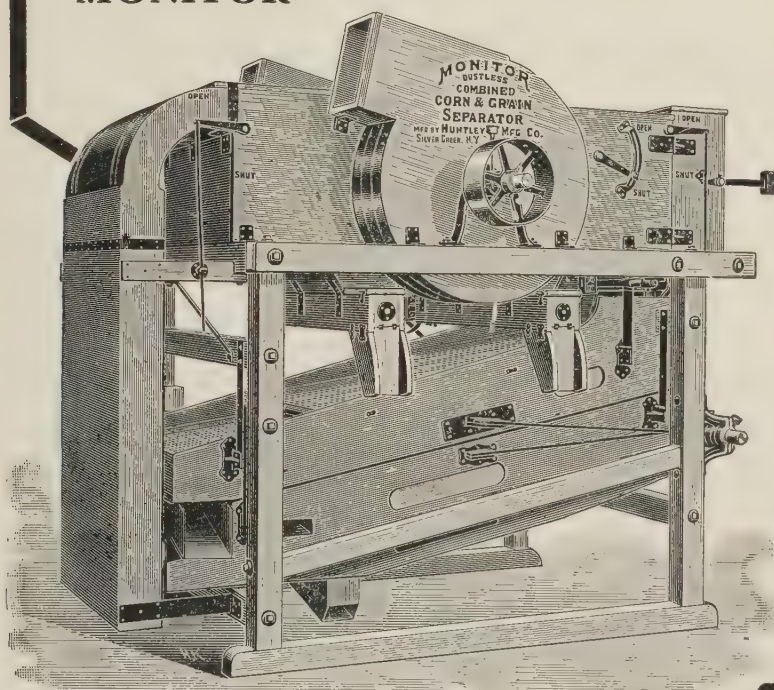
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It also saves from 40% to 60% of the power required by horizontal machines. Figure out the difference this makes in your fuel bill.

Not only this, but it does the work better, the ends of the berry being clipped the hardest.

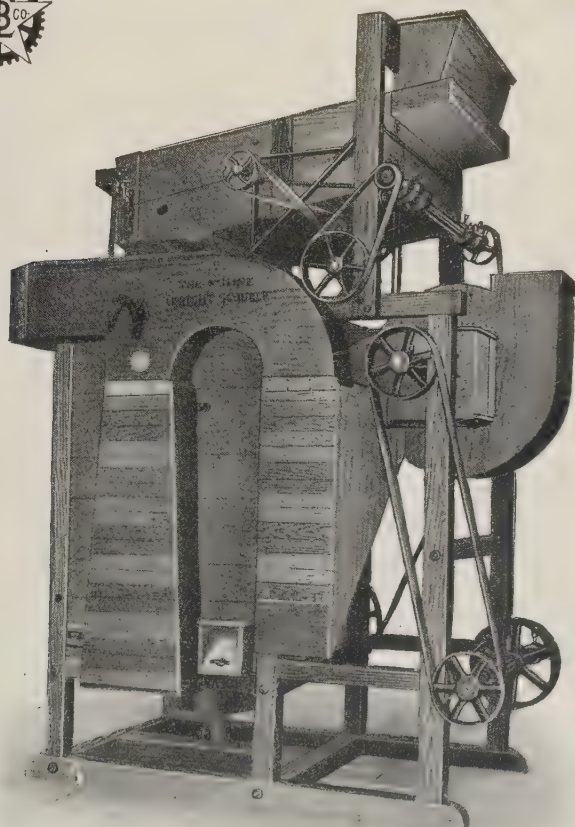
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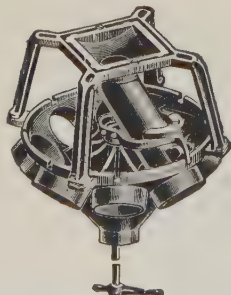
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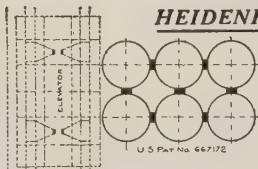
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**GRAIN DEALERS JOURNAL**  
La Salle Street Chicago, Ill.

**Reinforced Concrete Grain Elevator,  
Feed Mill and Warehouse, built in 1910  
for Buffalo Cereal Co., at Buffalo, N. Y.**



**Fireproof Construction Elevators, Mills and  
Warehouses. We prepare plans and make  
lump-sum price for the complete work.**

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**Fireproof Elevators  
QUALITY  
PRICE  
RESULTS**



**Everything Right**

**G. C. Christopher A. C. Rynders**  
Owners

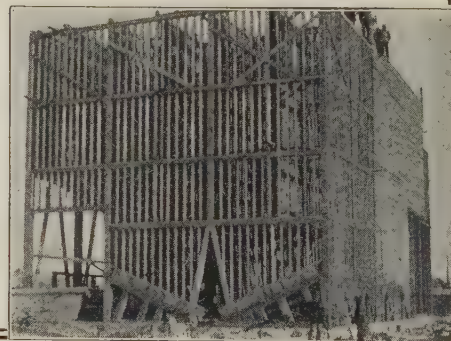
**P. H. Pelkey Construction Co.**

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Phone Mkt. 374

**From a ten-penny nail  
to the largest timber**

every part of a  
**RELIANCE  
ELEVATOR**  
is installed for a  
purpose, and in-  
stalled so it will  
serve its purpose.  
Plans and esti-  
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**Reliance  
Construction Co.**  
Board of Trade  
INDIANAPOLIS



**Duplicating Scale  
Ticket Book**

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

**Grain Dealers Journal**

La Salle Street,

CHICAGO, ILL.



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### I BUILD ELEVATORS

of any size or capacity. Write or see me about the next one you build.

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Elevator and Mill  
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16 Years'  
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### FLOUR MILLS and CONCRETE STORAGE TANKS

Contractors

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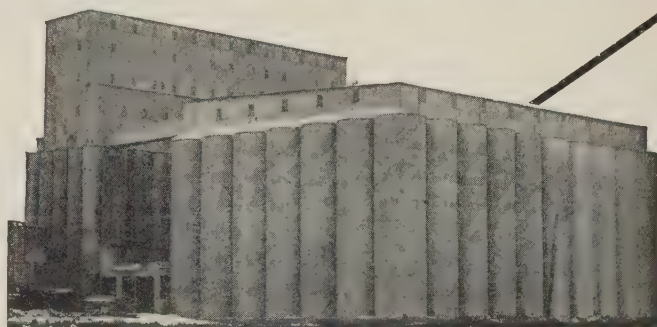
St. Lawrence Flour Mills Co., Limited.  
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This very complete plant recently constructed by

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Minneapolis - Minnesota  
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Write us for designs and estimates.



Grand Trunk Pacific Elevator at Fort William, Ontario.  
Capacity 3,500,000 Bushels.

## JAMES STEWART & CO.

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DESIGNERS AND BUILDERS OF

## GRAIN ELEVATORS

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GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago  
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**BOWSHER**

(Sold with or without Elevator)  
**CRUSH** ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

**LIGHTEST RUNNING**  
 (Our circular tells why)  
**Handy to Operate. Ten sizes**  
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**FREE** Booklet on "Values of Feeds and Manures."

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## LOADING SPOUT

FLEXIBLE CHAIN



Made of strong, durable steel.  
 With hooks or hinges.  
 New sections can be added if desired.

Order Now!

**F. M. Smith & Son**

Manufacturers of  
 Grain Spouting, Siding, Corner  
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of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

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## "The Standard" Scales

"The Scales Standard"

Give What Is Right and Get What Is Right. Your customers demand it and you need it. Do you know absolutely that you are receiving all that you pay for? Stop and think.



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Capacity 1-16 oz. to 200 tons.

Portables, Dormants, Hopper, Dump, Wagon, R. R. Track Scale

Ask us for catalog No. 120.

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Headquarters and General Offices

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Branches at

CHICAGO, 1345-47 Wabash Ave. INDIANAPOLIS, 807 Hume-Mansur Bldg. CLEVELAND, 1547 Columbus Road

**Milwaukee Bags**

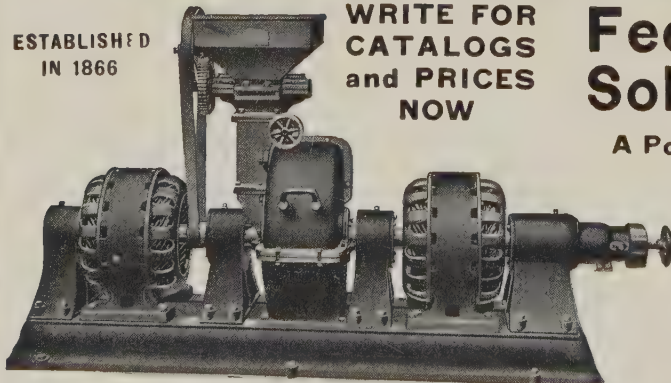
Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable. We are selling at prices which will interest you. We make an extra 31 bags 2 at 100—write for prices. Why not Milwaukee Bag Co., Milwaukee, Wis.

"Hindoo" Jute Twine for tying.

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ESTABLISHED  
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"Monarch" Ball Bearing Direct Motor Driven Attrition Mill  
 We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always  
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A Positive Saving of 25% or More in Power.

**Don't Forget!**  
**ELECTRICALLY**

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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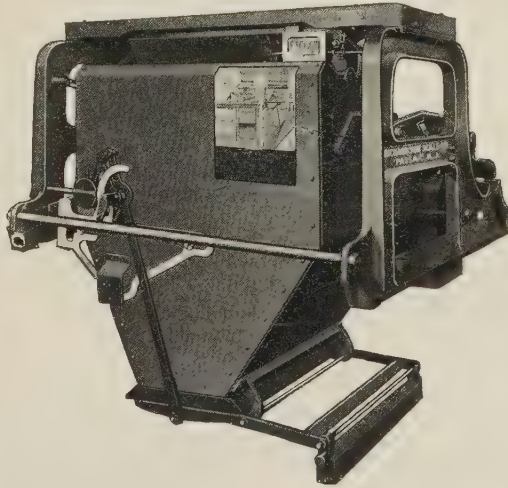
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## It's Economy to Buy the Best

You may pay a little more for a Richardson Automatic Scale than others but YOU get a real "automatic"—that will be accurate under



all conditions—that will be automatic even if an old shoe comes to it with the grain. You can't choke or stop a Richardson. You don't have to watch it either, because our patent interlock insures the scale against grain running through unweighed.

Only the best of metals are used in a Richardson, as a result it will last as long as your elevator. Nothing shoddy about a Richardson. By building it lighter—of cheaper metals—and

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The Standard Richardson Automatic is the one to specify.

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1909 REPUBLIC BUILDING, CHICAGO

PASSAIC, N.J.

MINNEAPOLIS, MINN.

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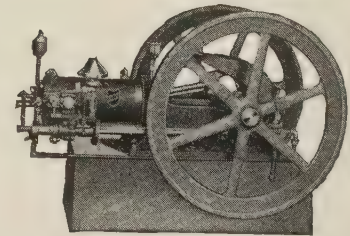
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Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

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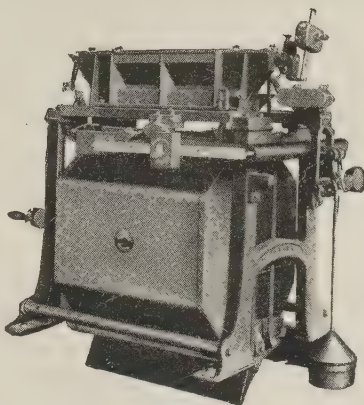
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## Fairbanks Automatic Scales

### Continuous Weighers

Have  $\frac{1}{4}$  of the counterpoise weight of other scales, therefore 75% less pivot wear. Less vibration, less noise, smoother running, due to operating under lighter "dead weight."

Durable Accurate

Can be tested while operating. Ask for catalog No. 550A25.

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Oil and Gasoline Engines, Feed Grinders, Electric Motors and Generators  
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IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

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Write for Catalogue.

## National Automatic Scale Co.

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## TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/4 x 8 1/4 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.



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C. I. Boots  
Distributing Spouts  
Flexible Spouts  
Dump Irons  
Friction Clutches  
Pulleys  
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Sprocket Wheels  
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**Complete Elevator Equipment**

Order Now, Prices will be  
Higher Later

**Murphy Manufacturing Co.**  
KANSAS CITY MISSOURI

**Did It Ever Occur to You**

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

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Minneapolis, Minn.

Northwestern Agents for

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**Invincible Cleaners**

**Knickerbocker Dust Collectors**

**Corn and Oat Tables**

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cts.

**Grain Dealers Journal**

315 So. La Salle St., Chicago, Ill.

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Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS  
POWER ELEVATORS  
DUMBWAITERS  
INVALID HOISTS  
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Write for prices when  
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Mention this paper.

**SUCCESS SAFETY MAN LIFT**

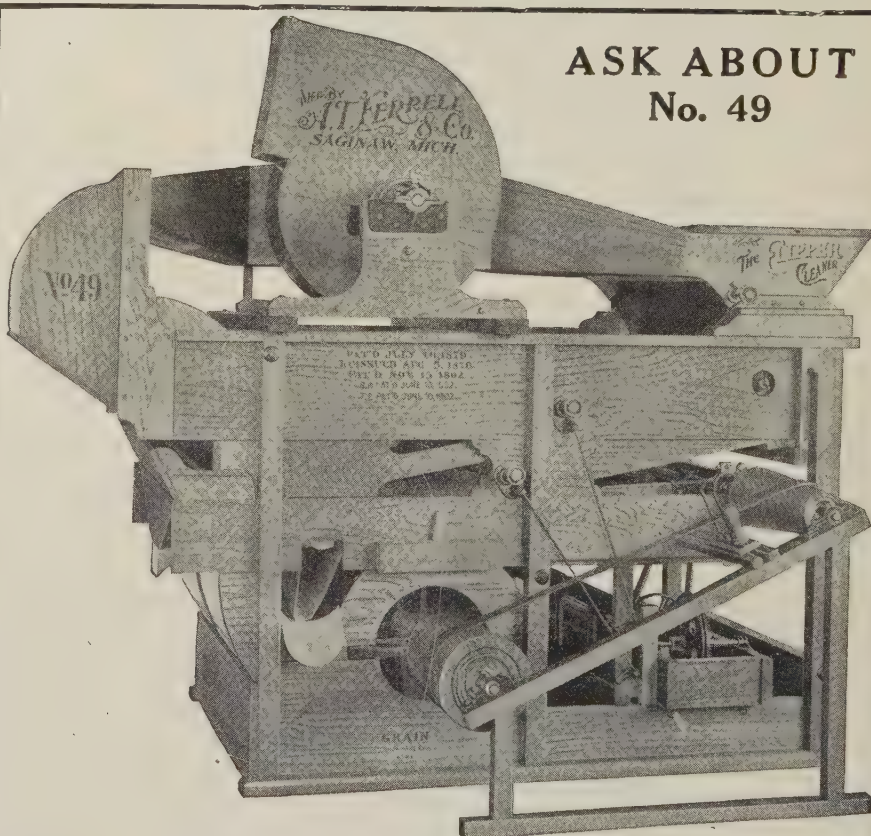
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ELEVATOR CONTRACTORS!

Write us for our Special  
Proposition for 1913

DO IT NOW

**HASTINGS**

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ASK ABOUT  
No. 49

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Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

Quick, easy and simple in installation and operation. With or without traveling brushes. All modern improvements.

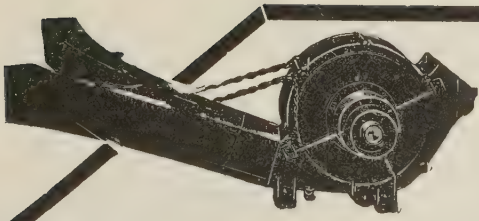
The "Clipper" requires but one-fourth the power of any other suction cleaner made of equal capacity, and has a wider range of variety of work.

We have the successful combination cleaner. We guarantee satisfaction. Let us send our catalog and sample screen plate.

**A. T. Ferrell & Company**  
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Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**





## A Grain Man's Argument:

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

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"Works just as well as it ever did" after ten years constant use.

A most forceful argument in favor of the

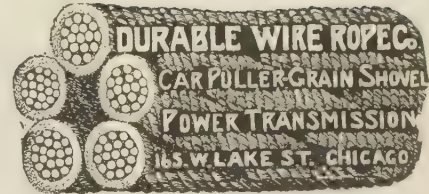
## Boss Car Loader

The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

MAROA MFG. CO.

Dept. 3

MAROA, ILL.



## Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

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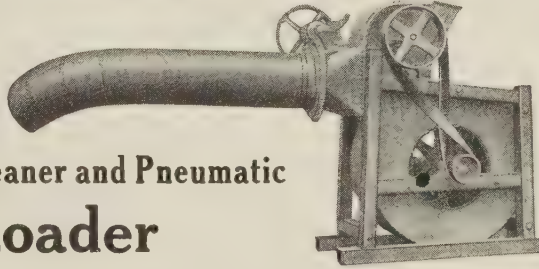
Chicago Office, 617 Railway Exchange.

## Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

If you are really anxious to learn the true merits and economical service of a

## Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

### Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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"Loads Grain, Malt or Sand"

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

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GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

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It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

## The Gerber Patent Flexible Chain Telescope Car Loading Spout



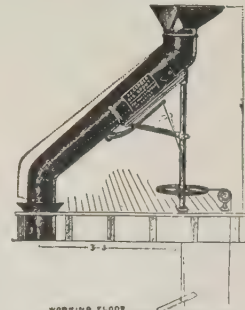
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

## The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

## SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00  
Form 385 Record of Car Loads Shipped }

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

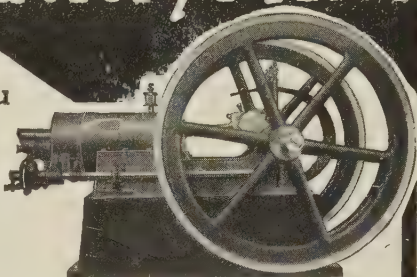




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Nobody  
can sell you  
better engines  
than I make.

Nobody will make you  
such low prices as I am mak-  
ing through this summer.  
**GET MY LATEST BIG OFFER.**



## WITTE Engines 2 to 40 H. P.

GAS, GASOLINE, DISTILLATE, NAPHTHA, KEROSENE

They have set the quality-standard 26 years. They still lead in quality—cheapest power-producing, and utmost wear-resisting—quality. Elevator men, especially, testify to that after years of trial.

**BUT HERE IS THE BIG NEWS:** You can buy a WITTE Engine for half the price asked for other so-called standard engines. **Five year guarantee with 60-day free trial.** I beat the field on quality and price, and back every engine to the limit.

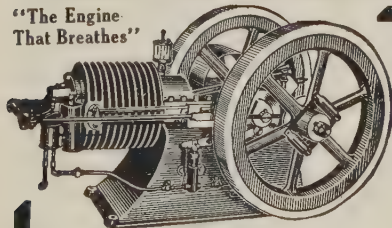
### Sold Only Direct From My Factory

Save the dealers' expenses and profit. Besides, I have manufacturing advantages that give me a lower factory cost than any of them.

I want WITTE Engines in elevators everywhere. They are my best advertising. I can make money by selling to elevators at my factory-cost. Let me send you my **extra special offer.** Don't buy an engine until you get it. I'll guarantee to interest you by return mail.

**Ed. H. Witte** Pres. Witte Iron Works Co. **Kansas City, Mo.**  
2159 Oakland Ave.

"The Engine  
That Breathes"



THE GADE "BIG SIX"

## The Gade Air Cooler for Your Elevator

**Twelve Months Service Every Year!**

**Quality Built — Easily Operated — Saves Every Third Gallon of Fuel**

Put the GADE AIR COOLER in your Elevator and you will have an efficient, reliable engine that will work for you every hour of the day. It is economic on fuel consumption; always ready, summer or winter; seldom gets out of order and it won't be long before the GADE will save you enough money to pay for itself.

Get our special proposition at once for ELEVATOR MEN.

**GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa**

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It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

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New and Rebuilt  
**GAS  
ENGINES**

of our own  
make, thor-  
oughly guar-  
anteed—8 to  
50 H. P. Sim-  
ple as the old  
steam engine.



Let us know your requirements.

THE PORTSMOUTH ENGINE CO., Portsmouth, Ohio

## SLIGHTLY USED

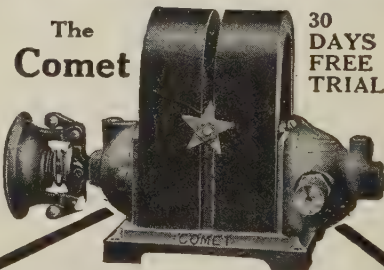
### AND SAMPLE ENGINES

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Established 20 years. All references.

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647 WEST MONROE ST., CHICAGO



**Don't figure the first cost**  
—OF—

### The Comet

**Figure the money saved in the end**

Experience with Magnetos has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magneto made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11  
WRITE FOR CATALOG

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## Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

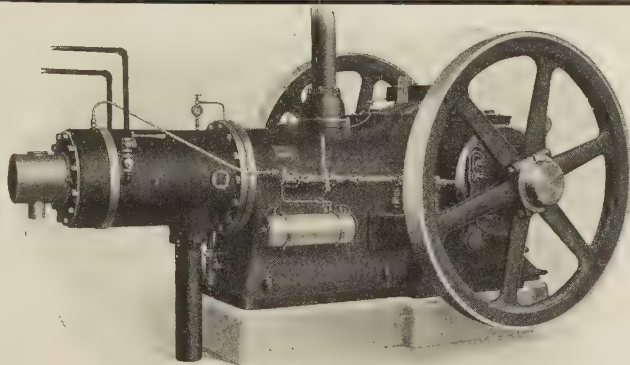
This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

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The book is well bound in heavy board covers. Price, \$2.00.

**GRAIN DEALERS JOURNAL**  
La Salle St., CHICAGO, ILL.





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Without Carbonizing      Without Adjustment  
Without Repairs          Without Breakage

"It ran from the morning of May 1st to the evening of August 25th, a straight run of 117 days, for SNOWDEN BROS. CO., ON AN OIL LEASE near Bridgeport, Ill., using Crude Oil direct from the Wells as Fuel."

This is but one of the many MUNCIE OIL ENGINES that have been operating in this manner 24 Hours per day the year round FOR OVER SEVEN YEARS.

Buy the engine that has been in service long enough to prove its true value. It is past the experimental stage. IT RUNS ON ANY LIQUID FUEL—IS SUITABLE FOR ANY SERVICE. YOU ARE PAYING FOR A MUNCIE, SO WHY NOT HAVE IT?

Write us and we will convince you

**MUNCIE OIL ENGINE CO.**

54 Ohio, Cor. Railroads

MUNCIE, IND., U. S. A.

## Link Belt Supply Co.

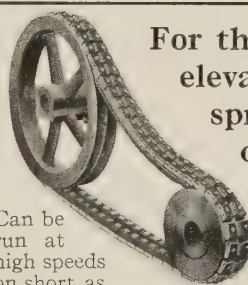
Minneapolis, Minn.

Manufacturers of

The Latest MAN LIFT with wire rope guides, Distributing and Flex Spouts, Boot Pans and Wagon Dumps.

Complete Elevator Equipments a Specialty

Write for New Catalogue just out.



Can be run at high speeds on short as well as long centers, and are noiseless in operation, also requires no lubrication.

## Peerless-V-Belt

Not affected by moisture, dust or grit. Slippage is avoided by the utilization of the wedge principle.

WRITE TODAY FOR DESCRIPTIVE BOOKLET, No. 115

**Peerless-V-Belt Co.,**

Chicago — New York  
Cedar Rapids

# For Sale



For particulars see the

**"ELEVATORS FOR SALE"**  
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

## Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

**GRAIN DEALERS JOURNAL**

La Salle Street

CHICAGO, ILL.

## Clark's Decimal Grain Values

SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simple addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel, and reduces pounds to bushels on the same page.

The values are shown directly from the pounds, without reducing to bushels. Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on 80 pound book paper bound in art canvas. Price \$5.00.

Form No. 36 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

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IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st  
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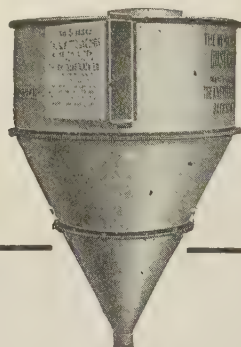


Patented

**SECOND-HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO

**Don't Waste Wind**

*It costs money to produce an air current with a fan.*

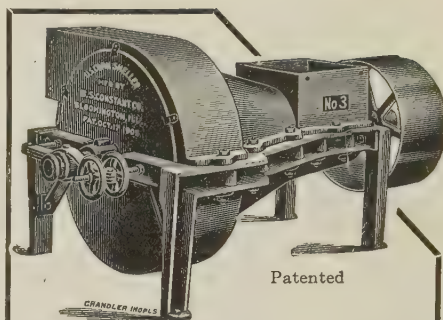
*What's the use of having the air current double back and choke itself.*

**The New "1905"  
Cyclone Dust Collector**

SAVES THAT WASTE

**The Knickerbocker Co.  
JACKSON, MICH.**

Write for our Catalog on Dust Collectors.



Patented

The man who says,  
"Take 'em away, I'm  
through with 'em," is  
the man we're after.

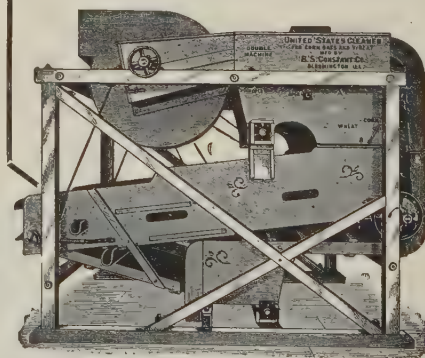
He has had his costly experience with corn shellers and grain cleaners, but he has yet to know or try the

**U. S. Corn Sheller  
U. S. Grain Cleaner  
U. S. Friction Clutch**

The practical design, the simple operation, the efficient handling of grain, the small amount of power consumed, and the durable construction assure every elevator a profitable, easy and satisfactory handling and cleaning of grain.

Send us the desired capacity.  
We send you the particulars.

**B. S. Constant Mfg. Co.**  
BLOOMINGTON, ILLINOIS

**Hotel La Salle**

Chicago's Finest Hotel

**HEADQUARTERS ANNUAL CONVENTION  
ILLINOIS GRAIN DEALERS  
ASSOCIATION**

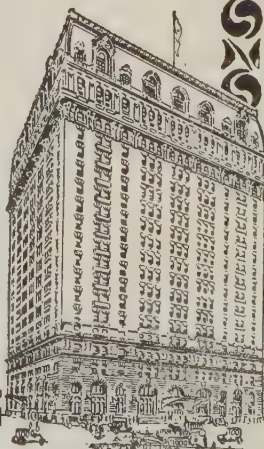
JUNE 3 and 4, 1913

The location of Hotel La Salle, in the very center of Chicago's best activities, is undoubtedly potent in its popularity. But even more so are the luxury of its guest rooms, the magnificence of its cuisine and the notable thoroughness of its service.

**RATES**

| One Person                   | Per day    |
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| Room with detached bath..... | \$2 to \$3 |
| Room with private bath.....  | \$3 to \$5 |
| Two Persons                  |            |
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| Room with private bath.....  | \$5 to \$8 |

ERNEST J. STEVENS, Vice-Pres. and Mgr.  
La Salle at Madison Street

**Sales, Shipments and Returns**

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10x16 1/2 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14A. Price \$2.00.

GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.

**Grain Storage Receipts**

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10 1/2 x 3 3/4 in.

Order form No. 4. Price 50 cents.

**GRAIN DEALERS JOURNAL**  
315 S. LaSalle St. CHICAGO, ILL.



## As Permanent as a Roof Cut out of Solid Rock

Can you imagine anything more durable than a roof cut out of solid rock! Such a roof would be practically *indestructible*. Fire couldn't burn it. Acid fumes, gases, rain, snow, sun and extreme temperatures couldn't injure it. A roof of this description—a roof that is cut from solid rock to all intents and purposes—is



## J-M ASBESTOS ROOFING

This roofing is made by crushing solid Asbestos Rock and compressing the long fibres into a dense, homogeneous felt. Several layers of this rock felt are then permanently cemented together with Nature's greatest water-proofer, Trinidad Lake Asphalt, making a light-weight roofing that is virtually a *solid sheet of pliable stone*.

J-M Asbestos Roofing forever rids you from the expense of repairs. *No coating. No graveling. Everlasting.* After more than a quarter-century of service J-M Asbestos Roofing shows no signs of deterioration. It is the cheapest of all roofings from the cost-per-year standpoint. Adapted to any building and any climate. Easily and quickly applied.

J-M Roofing Cleats, packed in each roll, make absolutely watertight laps and give the entire roof a handsome white appearance. If your dealer can't supply you, we will ship direct.

Write our nearest branch for sample of the Asbestos Rock from which this roofing is made and Illustrated Catalog No. 303. Also ask for a copy of "The J-M Roofing Salesman."

### H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos  
and Magnesia Products.

**ASBESTOS**

Asbestos Roofings, Packings,  
Electrical Supplies, Etc.

Albany  
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1931

# "HERCULES"

Makes all concrete work absolutely WATERPROOF. No concrete elevator should be erected without the incorporation of HERCULES WATERPROOFING POWDER in the aggregate of the cement.

If the concrete has been set without "HERCULES" in the aggregate, the porous walls can be made impervious by the use of of a Hercules Plaster Coat.

"HERCULES" Liquid Waterproofing applied as a paint on Grain Bins, makes the Bins Waterproof, thus prevents the grain from sprouting and rusting.



Write us for full descriptive matter concerning "HERCULES" Waterproofings, and let us also send you our booklet of Elevator Illustrations.

# WATERPROOFING

## Hercules Waterproof Cement Co.

705 Mutual Life Building

Buffalo, New York



# SCREENINGS

We build complete plants for cleaning, classifying and grading all kinds of elevator and mill screenings and offal. Some of these outfits have paid for themselves after a month's operation; all of them have proven wonderfully successful from a financial standpoint.

Submit your problems to us, let us study over them—analyze them—plan for every detail. No obligation on your part.



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Lightning may not strike in the same place twice, but it strikes two places at once—

### Your Elevator and Your Pocket Book.

Why take the chance of not only losing your elevator, at the most profitable time of the year? It's too costly.

## AJAX SYSTEM

of Lightning Protection assures an economical and absolute protection.

Every Summer storm is another risk. Write today for particulars and booklet.

Ajax Conductor & Mfg. Co., 420 N. Sangamon Street, CHICAGO, ILL.



## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

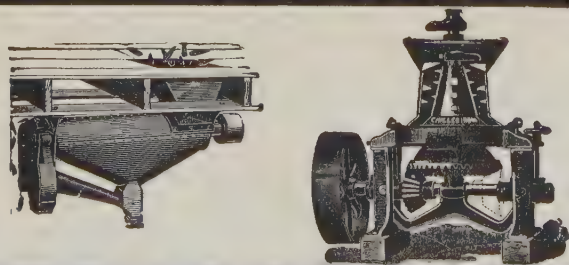
The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

### GRAIN DEALERS JOURNAL

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CHICAGO, ILL.

## Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.  
CLEVELAND, OHIO, U. S. A.

## Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

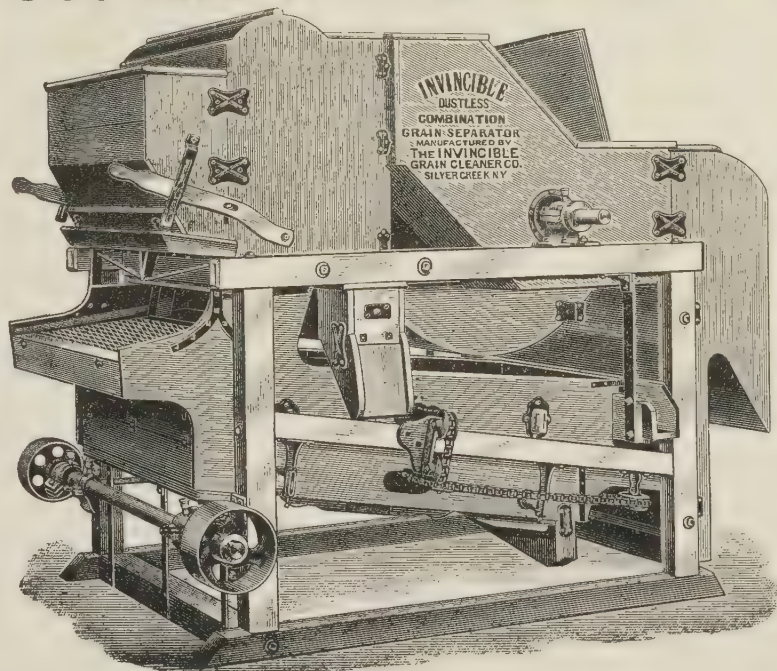
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315 So. La Salle Street

CHICAGO, ILL.



## Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

## Invincible Grain Cleaner Co., Silver Creek, N. Y.

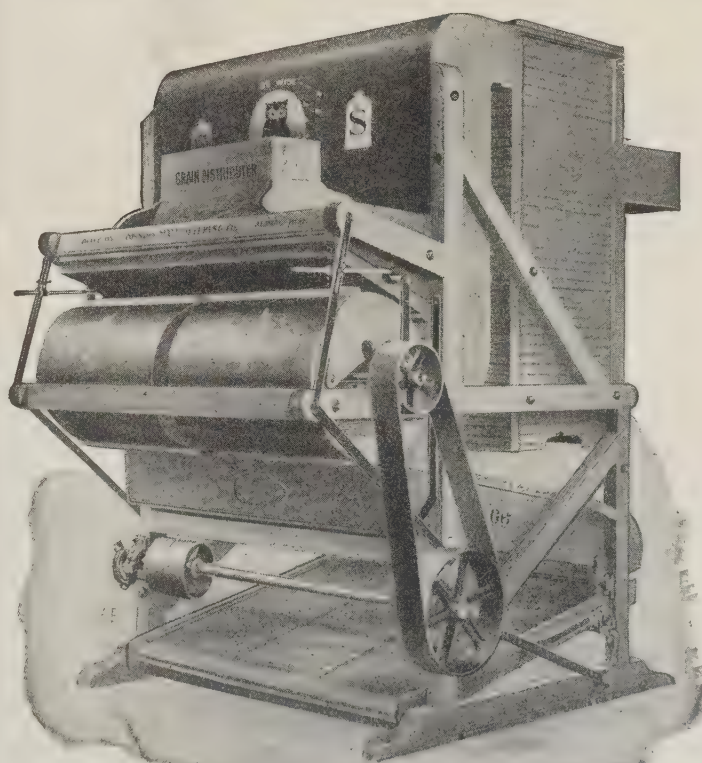
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SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky. STRONG-SCOTT MFG. CO., Minneapolis, Minn.

## More Money From Your Grain!



That's what appeals to you, isn't it? Then get next to all information you can regarding the No. 66

## New Process Cleaner--Grader--Separator EQUIPPED WITH OUR NEW Automatic Gang and Sieve Cleaning Device

If you are going to build or install a new cleaner, don't fail to get our liberal installation and service agreement. We don't care whether you're from Missouri or any other state—we'll "show you" something you've never seen before.

*Our beautiful new catalogue of facts is soon ready—ask for one.*

**Fosston Manufacturing Co.,**  
140 Merriam Park (St. Paul), Minn.



# "Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**ONLY ELEVATORS** at two good Kansas wheat stations. Write J. Jacobson, Formoso, Kans.

**FOR SALE—NORTHERN INDIANA**, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

**NORTHWESTERN OHIO.** For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

**A MONEY-MAKING OHIO ELEVATOR** for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

**WESTERN INDIANA** elevator for sale. Best in section. 50,000 bu. capacity, handling over 325,000 bu. annually. In a good town. Price \$23,500 for thirty days. Address B. K. B., Box 10, Grain Dealers Journal, Chicago, Ill.

**IOWA ELEVATOR**—Best grain growing section of the state. Elevator in good repair, good competition and receipts 250,000 to 400,000 bu. Always a money maker. Address Gilchrist, Box 8, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN MINNESOTA** elevator for sale. 15M cap. Coal sheds, 400 ton cap. Good scale. Town 2,000. Handled on last crop close to million bushels. For sale cheap. \$1,000. Address Moore, Box 10, Grain Dealers Journal, Chicago, Ill.

**CENTRAL WESTERN MINNESOTA** 30M cribbed elevator for sale. On the G. N. Ry. in good grain country. In good repair. Equipped with new engine and feed mill. Good chance to handle flour and fuel as side line. Address Floren, Box 8, Grain Dealers Journal, Chicago, Ill.

**GOOD GRAIN ELEVATOR** for sale in good wheat belt. Bargain for cash if sold at once. Wheat prospects are best ever known. 1,000 bu. capacity; all modern improvements. Will exchange for small farm in Ohio or Indiana. Address G. W. H., Box 10, Grain Dealers Journal, Chicago.

**NORTHERN IOWA** elevator for sale. Best elevator in that part of state. Took in 225,000 bu. this year at good profit. Fine farming country and old established business. Always doing good business. Fine prospects for new crop. House remodeled last year at expense of \$2,000. Price \$5,000. Excellent reasons for selling. Address Orville, Box 10, Grain Dealers Journal, Chicago, Illinois.

**FOUR IOWA ELEVATORS FOR SALE**  
All on C. R. I. & P., and practically new. Cleaning elevator at Bennett, 20,000 bu. capacity, and in A No. 1 shape. No competition.

Elevator at Dixon, 10,000 bu. capacity with implement business, cement block factory and automobile garage in connection. No competition.

Elevator at Tipton, 10,000 bu. capacity with coal yard in connection. One competitor on C. & N. W.

One elevator at New Liberty, only one in town.

These are all located in the best grain section of Iowa, about 20 miles west of Davenport, and the combined shipments of these houses is about 400,000 bu. per year. Will sell same separate or all together. Price right. Address John Dammann & Co., Bennett, Iowa.

## ELEVATORS FOR SALE.

**LARGE ELEVATOR** and fine residence in a good Illinois town, might be exchanged for Indiana land if well located. Address B. S. Box 9, Grain Dealers Journal, Chicago, Illinois.

**FOR SALE**—The best elevator location in Indiana, including brick barn, 3-story fireproof building, with ample side-tracks for transfer business. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

**12,000 BUSHEL ELEVATOR** for sale. On A. T. & S. F. and Frisco Ry. Never fails to have crops. Grain, coal, flour and feed. A bargain. Address Collier, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Two best elevators in Eastern Illinois Corn Belt. No competition. Will handle about 200,000 bushels per year. Address Eastern Illinois Elevators, Box 10, Grain Dealers Journal, Chicago, Ill.

**CENTRAL INDIANA**—Two good elevators in fine territory. Good healthy business. A snap if taken quick. Address Opportunity, Box 6, Grain Dealers Journal, Chicago, Ill.

**SO. DAKOTA** elevator for sale; 25M bu. cribbed; 30x50 warehouse attached; coal in connection. Excellent farming district; good competition. Handled over 100,000 bus. and a lot more grain to come. Address For Sale, Box 7, Grain Dealers Journal, Chicago, Ill.

**EASTERN INDIANA ELEVATOR** for sale, trade or lease. On the C. & O. Ry., in good grain section. Coal and tile business in connection; 10,000-bu. capacity; galvanized iron siding; built 10 years. A bargain to the first bidder. Address, Mark, Box 7, Grain Dealers Journal, Chicago.

**EASTERN KANSAS.**—For sale, 12,000 bu. elevator and feed mill in good corn and wheat belt and first class college town. Large cider plant in connection with capacity of 1,900 bbls. last season. This plant is new and up-to-date and the best proposition in Kansas. Address Flowers Box 9, Grain Dealers Journal, Chicago, Ill.

**NORTHWESTERN IOWA**—Elevator for sale. Good town of 700 people.

Only two grain houses in town, trade evenly divided. This house has handled on this crop 160,000 bushels, wheat, corn, oats, barley and seeds. Will handle 25,000 to 40,000 bushels more on this crop.

Main elevator 65,000 bushels capacity. Additional storage room for 6,000 bushels ear corn. Good coal sheds for 250 tons coal.

Mouse tight cement floor in flour and feed room, for two car loads mill stuff. Coal trade between 500 and 600 tons per year.

One of the best 2 house stations in Iowa. This being the only station we have on the Rock Island road and our business being largely on C. St. P. M. & O. Ry. in Minnesota we will sell this plant at the low price of \$6,000.

Property in first class condition and a first class business in every way.

Competition being Farmers Elevator Company established for several years and under conservative business management.

Will take good sized loan back on property if desired.

ST. JOHN GRAIN COMPANY,  
Heron Lake, Minn.

## ELEVATORS FOR SALE.

**FOR SALE CHEAP**—A fifty-five thousand-bushel terminal elevator located in heart of Kansas Wheat Belt. Address W. H. Smith, Piedmont, Kansas.

**FOR SALE**—12 M. capacity elevator and feed mill in Freeborn Co., Minn. A bargain. Address Exceptional, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Good elevator doing fine business in the best grain section of Indiana. A bargain. Address Bell Box 9, Grain Dealers Journal, Chicago, Ill.

**WE WANT YOUR ELEVATOR** advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

**A CENTRAL OHIO** plant now for sale which I've refused \$22,500.00 for. Fine location and fine territory. Would consider good farm land, well located, on deal. Address National, Box 10, Grain Dealers Journal, Chicago, Illinois.

**OKLAHOMA ELEVATOR** on Santa Fe for sale; good equipment; everything first-class; only one competitor; and only coal, feed and flour business at station. Heavy black loamy soil. Good farmers. Manchester Mill & Elevator Co., Manchester, Okla.

**CENTRAL ILLINOIS** elevator for sale. Strictly modern; built less than a year ago, in city of 7,000 population. Handle 300,000 bu. annually. Nice coal and feed business. Also have fine residence near elevator. Address Hillard Box 9, Grain Dealers Journal, Chicago, Ill.

**TERMINAL IRONCLAD** elevator at Cedar Rapids, Iowa, for sale. Equipped with cleaners, clipper, track and hopper scales and bleaching tower; brick engine room; two boilers and 150 h.p. engine. All in first-class condition. This property, also tracks, located on our own ground. Address Box 186, Cedar Rapids, Iowa.

**NEBRASKA** elevator for sale. 7M capacity; on O. & St. J. & G. I. Good location. Schools, churches. Country prospects for crop of all kinds never better. Other business reason for selling. A good chance to get a good business reasonable. Will consider trade. Address Vincent, Box 10, Grain Dealers Journal, Chicago.

**SIX THOUSAND** bu. elevator handling 150,000 bu. per year; good town of 3,000 population; third largest shipping point in state; one of the best irrigated valleys in the United States. Flour and feed in connection. 15 h.p. engine, six ton scales, Willford grinder. Great potato and alfalfa country. Ill health reason for selling. Good retail business. Address Booth, Box 9, Grain Dealers Journal, Chicago, Illinois.

**OKLAHOMA CITY, OKLA.**—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaners and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer. This elevator is on private property with trackage on both sides, and has free switching to four trunk lines. This affords a splendid opportunity for a live grain firm to acquire and operate an elevator in a live and rapidly growing city, the gateway to the South. Would take good land in part payment. If interested, write to J. C. Pearson, Marshall, Okla.



## ELEVATORS FOR SALE.

**CENTRAL OHIO** elevator, coal and feed business for sale. Gilt edge proposition. Address "Owen," Box 8, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA** elevator for sale. 18,000 bu. capacity; located at Gladstone, on the C. R. I. & P. Ry. Address W. G. Van Buren, Gladstone, Nebr.

**FOR SALE OR EXCHANGE** for good farm, four good paying elevators in the best corn and oats county in Indiana. Write J. D. Chancellor, Fowler, Ind.

**FOR SALE**—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

**COLORADO** elevator for sale. Feed mill and coal business in connection; in live town. Best dairy section of state. Plant entirely new and equipped with up-to-date machinery throughout. Can show where business cleared \$3,000 in one year. Good reasons for selling. Would consider good income property. Address Walnut, Box 10, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

**WILL TRADE** 160 acres wheat land in Kansas for grain elevator. Address Preston Box 9, Grain Dealers Journal, Chicago.

**WILL PAY CASH** for good Illinois or Indiana elevator handling 200,000 bu. Give full particulars first letter. L. Kaiser, Oakland, Illinois.

**NEW INCOME** property in good Ohio Town to exchange for elevator. Address Ross, Box 10, Grain Dealers Journal, Chicago, Illinois.

**WANTED—TO EXCHANGE** good western land for grain elevator and coal business in Iowa. Address Pueblo, Box 10, Grain Dealers Journal, Chicago, Illinois.

**WILL EXCHANGE** 192 acre farm, mile and three-quarters from Hamilton, Ohio, two sets improvements, for elevators. Address Dick, Box 10, Grain Dealers Journal, Chicago, Illinois.

**WANTED**—Grain elevator in good territory in Iowa or Southern Minn. Give location and all particulars in first letter. Address Foreign, Box 10, Grain Dealers Journal, Chicago, Illinois.

**FOR TRADE**—Fine farm of 560 acres for good elevators. Splendid grain and stock farm in Audrain Co., Mo. Address V. M. Morgan, 621 Board of Trade, Indianapolis, Indiana.

**WANTED TO BUY**—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

**GOOD CLEAN STOCK** of general merchandise, store building and warehouse in good town, good country. No crop failures. Annual sales \$25,000. Will exchange for grain elevator in good condition and good location. Address Elkhorn, Box 9, Grain Dealers Journal, Chicago, Illinois.

## OFFICE SUPPLIES.

**REMINGTON VISIBLE TYPEWRITER**, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

## ELEVATOR BROKERS.

**JOHN A. RICE.**

Exclusive Elevator Broker, Frankfort, Indiana. Very large list, all prices. Sold 142. Every buyer satisfied. Reliable work for every man.

**ELEVATORS FOR SALE OR EXCHANGE** for farm lands. Some fine Central Illinois and Indiana farms to exchange for elevators. List your elevator for sale with Aaron Smick, Decatur, Illinois.

## BUSINESS OPPORTUNITIES.

**HALF INTEREST** in brokerage business for sale. \$1,500 required. Address Temple Box 9, Grain Dealers Journal, Chicago.

**THE HEART OF MAYES COUNTY** tributary to a New Railroad. No elevator. Possibility of electricity for driving. Desirable place to live. Address C. L. Pratt, Salina, Oklahoma.

**LUMBER BUSINESS** for sale. As good a point as can be found. Will trade for land if situated right. Other business to look after reason for selling. The Haviland Grain & Hay Co., Haviland, Ohio.

**WANTED—YOUNG MAN** with \$3,000 to \$5,000, to join me in the grain business, Sou. Ill. Fine location, 40,000 bu. elevator; large retail feed and coal trade. Address Lewis, Box 9, Grain Dealers Journal, Chicago.

**HUSTLING, EXPERIENCED** grain man with \$5,000 to take active part in elevator and track business. Outgrown present capacity. Central Ohio. References exchanged. Act quick. Address Clark Box 9, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

**FOR SALE**—Half interest wholesale grain and feed business in good Southern City. Business has increased to such an extent that I will need additional supervision and capital. Do not answer unless you have \$10,000 or more to invest. Address Investigate, Box 8, Grain Dealers Journal, Chicago, Ill.

## PROPOSALS.

**PROPOSALS FOR FORAGE** — Chief Quartermaster's Office, 556 Federal Building, Chicago, Illinois, May 3, 1913. Sealed proposals will be received here until 1 o'clock P. M., Central Time, June 3, 1913, for furnishing and delivering at Chicago or other prominent railroad points 4,000 tons of hay and 3,000 tons of oats. Information furnished upon application. A. L. Smith, Chief Q. M.

## WOOL.

**WOOL WANTED**—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

## HELP WANTED.

**FOREMAN WANTED.** Steady position for right man. Reference required. Prefer experienced engineer for good elevator. The Haviland Grain & Hay Co., S. A. Pool, mgr., Haviland, Ohio.

## WANTED—ELEVATOR FOREMAN.

Must be competent, reliable, references required. State age, experience, wages expected.

The Ansted & Burk Co.,  
Springfield, O.

**WANTED**—By an eastern elevator concern, an experienced cash grain man, member Chicago Board. State experience, salary expected and full particulars in first letter. Address Toledo, Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A live, wide-awake young man not over thirty who has had not less than five years experience in the grain business. Must understand Texas and Oklahoma grain rates and be able to buy and sell grain. Investment not required, but preferred. Address Dougall, Box 10, Grain Dealers Journal, Chicago, Illinois.

**WANTED**, a strictly high grade Scandinavian grain buyer for good town in North Dakota. Must have clear record with experience in handling country elevators, good judge of grain and business getter. Good salary for right man. Address Woodworth Elevator Co., 507 Chamber of Commerce, Minneapolis, Minnesota.

## SITUATIONS WANTED.

**POSITION WANTED** in large elevator. Can handle gas or steam engines. Fifteen years' experience. Best of references. No bad habits. Try me. S. W. C., Box 8, Grain Dealers Journal, Chicago, Ill.

**AN EXPERT** grain buyer and elevator superintendent would like to hear from a large firm wanting a man of wide experience. Address Luther Box 9, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** as grain buyer in country town by a married man. Speak German and American. 20 years experience. Best of references. Address Lock Box 37, Van Horne, Iowa.

**WANTED**, a job as manager of country elevator in Oklahoma or the Northwest. Six years experience in grain and coal. Good references. C. A. Mozier, Hobart, Okla.

**WANTED, A JOB** as elevator manager and bookkeeper. Eight years experience in the grain and implement business. Good mechanic and expert gas engine man. Good references. L. Smiddy, Lacrosse, Ill.

**WANTED—POSITION** with an interest to handle barley with grain firm that does not now handle this cereal. Minneapolis preferred. Address Orless, Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED—POSITION** as grain buyer in Okla. or Kans., at station open the year around. Have had 10 yrs. experience; married; age 32. Can give the best of references. Address Box 421, Geary, Okla.

**WANTED**—A position as grain buyer and manager of either Farmers or line elevator. Have had plenty of experience. Address Dakota, Box 10, Grain Dealers Journal, Chicago, Illinois.

**EXPERIENCED** man wants position as manager of country elevator in Illinois. Can furnish best of references both from past and present employer. Address B. A., Box 10, Grain Dealers Journal, Chicago.

**POSITION WANTED** as grain buyer or elevator manager. Long experience in the handling of grain. Best of references. North Dakota elevator preferred. Address Windsor, Box 10, Grain Dealers Journal, Chicago, Illinois.

**POSITION** with good grain firm wanted by married man who has had years of experience buying and selling grain, running flour and feed mill. Can keep books and do heavy work. Address M. L. Dull, 3102 Webster st., Ft. Wayne, Ind.

**WANTED—A POSITION** as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—A well experienced grain man would like to make contract with a good grain firm to manage an elevator at a country station on joint account. Good references. Address R. G. Box 9, Grain Dealers Journal, Chicago.

**POSITION WANTED** as manager of large elevator where 100,000 or more bus. are handled per year. Am a good judge of seed and prefer position with some good seed firm. Eight years experience. Can come on two weeks notice. Address Wilson Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED—POSITION** as manager of a Farmer's elevator, by a well experienced grain man 26 years of age and married. Have spent my life thus far in grain business and am well acquainted with grain trade of Nebraska. Am at present employed. Can furnish the best of references. Address Worth, Box 10, Grain Dealers Journal, Chicago, Ill.



## SITUATIONS WANTED.

**WANTED**—A POSITION in country elevator. Would accept job as helper. Minn. or Iowa preferred. C. R. Smith, Mallard, Iowa.

**POSITION WANTED** in office of some good brokerage or wholesale grain firm located in Kansas, for purpose of getting an insight in that kind of business. Best of references. Address Experience, Box 10, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** with grain firm. Have three and a half years experience. Can furnish best of references. Understand gasoline engine thoroughly. Address Reserve, Box 10, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** as manager of elevator. Have had years of experience. Can handle lumber yard in connection; 30 years of age; married; German. Can furnish best of references as to my ability and a business getter. Prefer town of 1,000 population or better in Illinois or Iowa. Address F. C. A., Box 10, Grain Dealers Journal, Chicago, Illinois.

## MILLS FOR SALE.

**FOR SALE OR RENT**, an eighty to one-hundred bbl. mill; electric power. Feed grinding will pay all expenses. Blissfield Milling Co., Blissfield, Mich.

**EAST CENTRAL, IND.**—50-bbl. Mill, 10,000 bus. elevator and 40 car coal business. Fine grain country. Prospects never better. Price \$7,500, terms. W. F. Farmer, Cloverdale, Ind.

**FEED MILL FOR SALE**.—Do you want to buy a paying, well established feed mill? Owner has other business to look after. Worth investigating. Howard Phipps, Box 266, Beckley, W. Va.

**WESTERN OHIO**—76 bbl. mill and elevator for sale. Good coal and feed business in connection. Located on Main line of Big Four R. R. Town of 1,500; electric lights; good schools; three churches and fine farming country. Will sell cheap. Good reasons for selling. Address Celina, Box 8, Grain Dealers Journal, Chicago, Ill.

**150 BBL. FLOUR MILL** for sale on the C. R. I. & P. Ry. Located at Augusta, Okla. We have deed for 12 lots; we have \$1,387.50 incumbrance on the mill. Will sell for \$4,500 less the \$1,387.50, or give good title in good wheat country. Address Schubert-Meier Milling Co., Augusta, via Carmen, Okla.

**FLOUR MILL** for sale, all or part interest in a good 200-bbl. flour mill; all fine shape; runs night and day; in good town and best wheat country in Missouri; handles 200,000 bu. or more per year. Want to sell on account of the death of the senior member, who ran it for 54 years. Address J. T. W., Box 10, Grain Dealers Journal, Chicago, Ill.

## SECOND-HAND BAGS AND BURLAP.

**WANTED**—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

## BUILDING MATERIAL.

**FOR SALE**—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

## GASOLINE ENGINES.

**FOR SALE OR TRADE**—Fairbanks gasoline engine 54 h.p. in good shape. Price \$200. W. W. Pearson, Upland, Indiana.

**POWER USERS**—Gasoline engine bargains from 1 to 100 h.p. Get our big list and state your power requirements before you buy. Badger Motor Co., Milwaukee, Wis.

## A BARGAIN

Gasoline Engine High Grade Duboise stationary, 5 h.p. Also several other special bargains. The Standard Scale and Supply Co., 1345 Wabash ave., Chicago, Ill.

**FOR SALE**—40 h.p. Charter Gasoline Engine using kerosene. Now pulling 60 barrel mill. Can see it operating. Reason, want more power. Price right. Address Emil Brunner, Hope, Kansas.

**GAS ENGINE FOR SALE**—A double tandem automatic gas engine, 250 h.p. on natural gas, or 200 h.p. on producer gas. We are prepared to offer a great bargain. Phoenix Iron Works Co., Meadville, Pa.

**GASOLINE ENGINE FOR SALE**—Foos 18 h.p., good condition; will sell with tanks, spark coil all complete, account replacing with larger engine. Can see engine running now at Denver, Ind. Price f. o. b. Denver, Ind., \$185.00. O. Gandy & Co., So. Whitley, Indiana.

## THREE BARGAINS

Having installed Electric Power, we wish to sell:

One 20 h.p. Brown Gasoline engine, used six months.  
One 20 h.p. Brown Gasoline Engine, used two years.  
One 20 h.p. Callahan Engine. All in good condition. Lockwood Grain Co., 712 Youngerman Bldg., Des Moines, Iowa.

## DON'T MISS THESE BARGAINS.

25 H.P. Alamo ..... \$300.00  
15 H.P. Foos ..... 250.00  
8 H.P. Fields, new ..... 175.00  
6 H.P. Havana, new ..... 155.00  
3 H.P. Red & Ready, new ..... 75.00  
16 H.P. Sioux City Corliss ..... 650.00  
New 1,000 bu. Automatic Scale ..... 200.00  
**H. GROSS LUMBER & WRECKING CO.,**  
Steam Rollers All Sizes. Omaha, Nebr.

## GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## SCALES FOR SALE.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**SCALES**: "Refitted Railroad Track, Wagon and Dormant Scales, good as new. Howe, Fairbanks or any make, size or capacity. Send your specifications." Howe Scale Co., 409 N. 4th st., St. Louis, Mo.

**FOR SALE**: One six bushel Richardson Automatic Scale with residue ware, used only a few months; if taken immediately, \$275 f. o. b. Davenport. For full particulars, etc., address Dick R. Lane, Trustee, Davenport, Iowa.

## SCALE BARGAINS.

100 Ton 40 ft. Fairbanks R. R. .... \$290.00  
10 " 14 " Standard Wagon ..... 85.00  
6 " 22 " " " ..... 55.00  
6 " 18 " Fairbanks Wagon ..... 65.00  
6 " 14 " Standard Wagon ..... 60.00  
6 " 14 " Monarch ..... 45.00  
4 " 14 " Chicago " ..... 30.00  
5000 lb. Fairbanks Dormant ..... 55.00  
3500 " " " ..... 35.00  
2500 " Standard " ..... 35.00

Also several Portable Scales. All rebuilt and guaranteed, practically good as new. Standard Scale Co., Chicago, Ill.  
1345 Wabash Avenue.

## MACHINES FOR SALE.

**FOR SALE**—Ten inch gravity bifurcate loading spout. Jordan & Montgomery Co., 623 Board of Trade, Indianapolis, Ind.

## MACHINERY BARGAINS.

1 New No. 2 Marselles Sheller, capacity 700 to 1,200 bu. per hr.  
1 20 h. p. R. & V. Portable Combination Kerosene and Gasoline, Volume Governor, water cooled, special clutch pulley.  
1 Marselles 6 hole Spring Sheller, used one season, in good condition.  
1 12 h. p. Portable International gasoline engine, in good condition.  
1 32" Sandwich Portable Corn Elevator and 4 h. p. Staver Gasoline Engine.  
1 Brown-Duvel Moisture Tester, 2 compartment, full supply extras.  
1 20 h. p. stationary combination kerosene and gasoline Fairbanks-Morse engine. New, run but a few times.  
1 8 h. p. stationary gasoline Lenox engine.  
Address Mutual, Box 8, Grain Dealers Journal, Chicago, Ill.

## PLEASE NOTE THE FOLLOWING BARGAINS:—

1—9"x24" Monarch 3-Pr. High Ball Bearing Roller Mill. Corrugated for corn. Gear Drive one side. Complete with flour idler.  
1—30" Monarch Ball Bearing Attrition Mill complete with two sets of plates.  
The Above Are All Standard Machines. Each used about 3 days. Just Like New. Made and Used for a Special Line of Experiments. Must Dispose of Them at Once, Need Room.  
When in Need of Any Kind of New or Second-Hand Machinery or Supplies, don't fail to ask me for prices and information. Don't Delay, Write About the Above Now.  
Also a large number of Single Head and Double Head, Plain Bearing Attrition Mills. All sizes and all makes. Said mills all have been completely remodeled, and in order to close them out we are selling them at sacrificed prices.

George J. Noth.

9 So. Clinton St. Chicago, Ill.

## FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.  
**Roller Feed Mills**:—9x18 Barnard & Leas, 9x18 Dawson, 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; 7x14 Hutchinson; and 9x18 Allis two pair high; one No. 9 and No. 1 Willford three roll high, and many others listed in our Baragin Book.

Write for one—Mailed on request.

**Corn and Cob Crushers**:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph", one "Horton", one No. 2 Acme, one No. 7 Sullivan, etc.

**Corn Shellers**:—No. 0 and one No. 1 Victor corn shellers cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners; one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

**Attrition Feed Grinding Mills**:—24 inch "Robinson", 16, 20, 24, and 30 inch "Monarch"; 18 and 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique".

**Single Roller Mills**:—9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

**Double Roller Mills**:—All Sizes and Makes.

**Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.**

**Elevator Belts with Buckets Attached, at Extremely Low Prices**—In either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book (June issue) giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872.

Inc. 1901.

B. F. GUMP CO.,  
431-437 So. Clinton St.,  
Chicago, Illinois.



## MACHINES FOR SALE.

**WILLFORD THREE-ROLL** feed mill in good condition, for sale, cheap. A. A. Cook, Van Cleve, Iowa.

**FOR SALE**—One Victor No. 2 warehouse corn sheller in good repair. Price \$30.00 F. O. B. Robinson, Kansas. Address Box No. 226, Robinson, Kansas.

**FOR SALE**—60 foot smoke stack, used two months; have installed oil engine. This stack cost \$132.05 at factory. Bargain if sold quick. The Wadsworth Feed Co., Cavett, Ohio.

## STEAM ENGINES, BOILERS.

**FOR SALE**—Chandler & Taylor tubular boiler 44x12. Complete, with new stack No. 12; 55 ft. Bell & House, Brookston, Ind.

**FOR SALE** at a sacrifice, as have no use for them: Forty h.p. engine and boiler, as will use electricity in new elevator.

Windsor Grain Co., Windsor, Illinois.

**FOR SALE**—One 100 H.P. Kewanee Boiler 60"x18"—54 four inch flues; this Boiler is in first class condition, can be loaded promptly. For full particulars, price, etc., address Dick R. Lane, Trustee, Davenport, Ia.

## GRAIN WANTED.

**WANTED**—YELLOW EAR CORN. C. T. Hamilton, New Castle, Pa.

**MR. MILLER—DO YOU WANT PURE** virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

## HAY WANTED.

**WANTED**—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

**HAY & STRAW WANTED**—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

**HAY & STRAW WANTED**—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

**GOOD HAY WANTED**—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal, Chicago.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## GRAIN FOR SALE.

**GERMAN MILLET** is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

**GOOD FIELD SEEDS** are wanted by grain elevator operators for their farmer patrons. Help them and your trade by advertising what you have to offer in our "Seed for Sale" dept. Give full particulars and price, and first ad will sell you out.

## THE McCAULL-DINSMORE CO.

Grain Merchants.

We offer the choicest varieties of pure country run blue stem milling wheat originating in the Jim River Valley of North and South Dakota.

Write us for samples and delivered prices. Sioux City, Iowa.

211-212 Grain Exchange Building.

## Kraus & Apfelbaum

Wholesale Dealers

Columbia City, :: Ind.

## WOOL

We are in the market at all times for wool. If you have any to sell, write, wire or phone us. Remember we buy it F. O. B. your station.

## A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

## FOR SALE



For particulars see "Elevators" For Sale columns of this Journal.



## Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

## Grain Dealers Journal

OF CHICAGO

## To BUY or SELL

RENT or LEASE  
an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

KEEP POSTED.

## GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator .....

Post Office.....

.....bus.

State.....



## SEEDS FOR SALE—WANTED

# DIRECTORY

OF THE

## GRASS SEED TRADE

**ARCHBOLD, OHIO.**

Hirsch, Henry, all kinds grass and field seeds.

**BALTIMORE, MD.**

Buffington &amp; Co., John J., whse. seed merchants.

**BAMFORD, PA.**

Hoffman, A. H., carlots or less seed wheat.

**BUFFALO, N. Y.**

Whitney-Eckstein Seed Co., seeds.

**CHICAGO, ILL.**

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

**CINCINNATI, O.**

McCullough's Sons Co., J. M., seeds.

**LOUISVILLE, KY.**

Louisville Seed Co., grass seed dealer.

Ross Seed Co., field seeds, exporters.

**MILWAUKEE, WIS.**

Courtzen, S. G., field seeds.

Rosenberg &amp; Lieberman, alfalfa, clover, etc.

**MINNEAPOLIS, MINN.**

Minneapolis Seed Co., field seeds.

**MITCHELL, S. D.**

Dakota Improved Seed Co., millet, seed-corn.

**NEW YORK, N. Y.**

Liefmann's, Hamburg, rep. I. L. Radwaner, field seed.

Loewith, Larson &amp; Co., clover, grass, field seeds.

**TOLEDO, O.**

The Toledo Field Seed Co., clover, timothy.

**TORONTO, ONT.**

Steele, Briggs-Seeds Co., Ltd., field seeds.



Timothy—Red Clover—Alsike—  
Alfalfa—White Clover—Crimson  
Clover—Canada Bluegrass—Ken-  
tucky Bluegrass—Redtop—Millets  
—Lawn Seed—Orchard Grass—  
Seed Grains—Peas—Popcorn, etc.

**Whitney-Eckstein Seed Co.****BUFFALO, N. Y.**

Correspondence Solicited

# YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal of Chicago.

**SEEDS FOR SALE.****COW PEAS**

Whippoorwills and New Eras, fancy re-cleaned stock. Write for samples and prices, stating quantity wanted.

DIAMOND SEED CO., SPRINGFIELD, MO.

**GOOD, SOUND, RECLEANED** Black-

eye Cowpeas, \$2.00 per bushel, bags included, F. O. B. Walkerton. B. I. HOLSER & CO., Walkerton, Ind.

**SEEDS FOR SALE.**

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

**FOR SALE**—Recleaned Whippoorwill and New Era Peas. Horner Elevator & Mill Co., Lawrenceville, Ill.

**HOME GROWN Farm, Field and Garden SEEDS THAT GROW**

All our Seed Corn grown on our farm and carefully TESTED for germination. Get our prices on Clover, Timothy and Alfalfa Seed before you buy. Send a Dollar Bill for our Big Collection of Garden Seeds.

THE SUMMERS' SEED HOUSE, Malvern, Iowa

**Have 10,000 Bu. CHICKEN FEED WHEAT on hand**

Wire or Write for Samples and Prices

**HUHN ELEVATOR COMPANY**

Chamber of Commerce, MINNEAPOLIS, MINN.

**What have you?****FOR SALE**

An Elevator  
Machinery  
Seeds

**Do you want?**

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

**Grain Dealers Journal**

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 20 cents per type line.

## Direct

### Reduction Tables

### for Corn and Oats

Reduce any weight of corn from 100 to 5000 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½ x 11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. **Price, 50 Cents.**

**Grain Dealers Journal**

315 S. La Salle Street CHICAGO, ILL.

# 50

## different

## propositions

## from three

## insertions of a

## Journal

## "Want Ad"

E. J. HEISER, of Naples, S. D., writes:—

"I will discontinue my ad in the Journal. Will say that it has put me in touch with about 50 different propositions with only three insertions. I feel like little Johnnie did, it certainly pays to advertise in the Grain Dealers Journal."

It pays every man desiring to sell or buy an elevator to advertise in the Journal. Over 6,000 elevator buyers and sellers read Journal "Want Ads" twice a month. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.

Costs but 20c per type line. **TRY IT!**

**Grain Dealers Journal**

315 S. La Salle St., Chicago, Ill.



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy Seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

## SEEDS FOR SALE.

RECLEANED CHOICE COW PEAS.—Samples and prices sent on request. J. M. Schultz, Teutopolis, Ill.

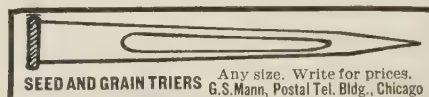
FOR SALE—German Millet seed in car lots or small amount. J. W. Richards, Ferris, Illinois.

## SEEDS FOR SALE.

DWARF ESSEX RAPE genuine Holland seed, immediate shipment from seaboard. 300 sacks Alfalfa, American, quick shipment from West. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

## SEEDS

Grain, Clover and Grass Seeds,  
**CHAS. E. PRUNTY,**  
7, 9 and 11 South Main St. SAINT LOUIS



SEED AND GRAIN TRIERS Any size. Write for prices. G.S. Mann, Postal Tel. Bldg., Chicago

SEED

## We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

**THE J. M. McCULLOUGH'S SONS CO.**  
316 Walnut St., CINCINNATI, Ohio

SEED

## THE ILLINOIS SEED CO., Chicago, Ill.

### WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

## We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.  
**HENRY LICHTIG GRAIN CO.,** Kansas City, Mo.

## The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.  
**Toledo, Ohio**

## SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed, and Cuttle Fish Bone

And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery. Will be very pleased to submit samples. Head Office:

**JOHN MACQUEEN, 33 Brown St., GLASGOW**

## THE MANGELSDORF BROS. CO.

Atchison, Kansas

Wholesale Seedsmen

Millet, Kane, Kaffir Corn, Alfalfa, Seed Corn, Ky. Bluegrass, Bermuda Grass, Meadow Fescue, Sweet Clover.

## W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us samples.

If you want to buy, ask us for samples.

**LET'S GET ACQUAINTED**

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?

If not, write today.

## Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

## Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

**J. G. Peppard Seed Co.**

Kansas City, Mo.

## Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds. Net.....bushels .....pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

## WESTERN SEED & IRRIGATION CO.

Wholesale Seed Growers and Dealers

Sweet, Flint and Dent Field Corn

Write or wire for prices for prompt shipment, or contract order for shipment next winter.

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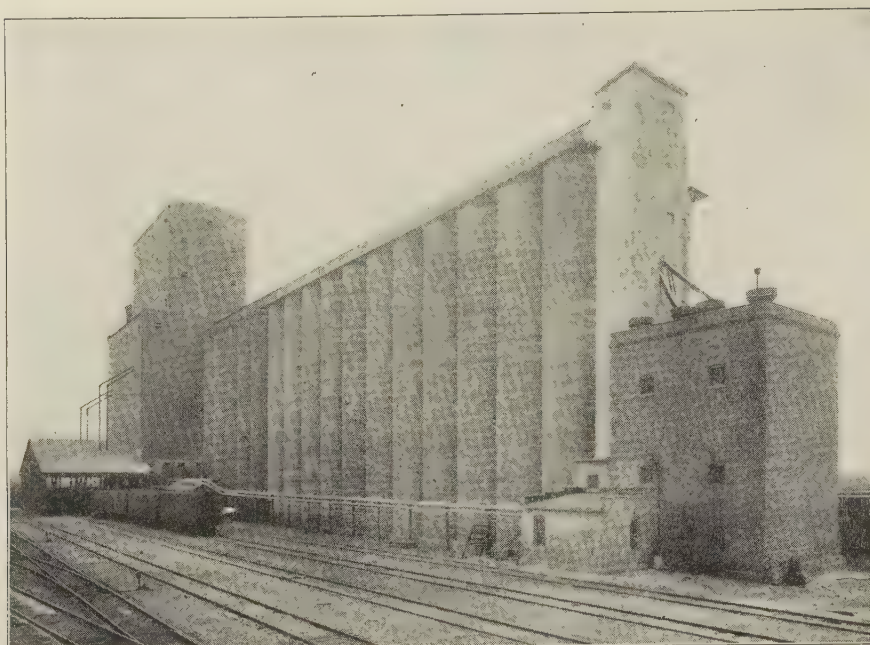
Timothy  
Clover  
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Agricultural

CHICAGO

MINNEAPOLIS

Grain Bags  
Pop-Corn  
Seed Corn  
Beans, Peas





The new Hess Drier and Cooler (Model for 1913) installed at the Central Elevator, Indiana Harbor, owned by L. S. & M. S. Ry., and operated by Bartlett-Frazier Company. This is the fifth large Hess drier bought and operated by Bartlett-Frazier Company and their associates.

**THE LAST WORD**  
IN GRAIN DRIER CONSTRUCTION IS THE

## Hess Grain Drier and Cooler == Model for 1913

It embodies a number of improvements not found in other machines, and these improvements result in still greater efficiency, adaptability to every variety of work, and especially in the greatest economy of operation.

In the Hess drier one fan is used for both cooling and heating, and all of the heat given off by the cooling grain is saved, and used to assist in the drying operation. There is a big saving there, but there is a greater saving in the fact that **our fans run slowly** for we do not require over  $\frac{3}{4}$  ounce air pressure where other driers use two ounces or more to drive the air through fine wire mesh and numerous pigeon holes. When fans must run at a high speed to get a high pressure the power requirements are quadrupled. Therefore, with our low pressure the Hess driers will operate on one fourth the power required in other machines of the same capacity.

The fact that we do not require separate fans for drying and cooling, and that none of the grain must be re-elevated nor rehandled, for cooling, insures still greater economy in space and power.

The cost of operation is really the most important factor in choosing a drier, after the matter of efficiency is settled. **MORE GRAIN IS DRIED IN HESS DRIERS THAN IN ALL OTHER MAKES OF DRIERS COMBINED.** Free booklet and estimate on request.

*We make also the Hess Improved Brown - Duvel Moisture Testers.*

**Hess Warming & Ventilating Co.**  
1207 Tacoma Bldg., - - - Chicago, Illinois



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

**Grain Dealers Company**

315 S. La Salle Street, Chicago, Ill.

**CHARLES S. CLARK, Manager**

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A Red Wrapper on your Journal means your subscription has expired.

### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 25, 1913

WHEN YOU report the initials, number, date, kind of grain and where you see a car leaking grain, you encourage the other shippers to report your cars they see leaking grain in transit.

REFILLING empty bags bearing feed manufacturers' brands is a violation of the law in those states having feedstuffs laws. Small dealers shud avoid this practice as they are guilty under the statute even if there is no intention to deceive.

IF THE government continues its prosecution of grain shippers, it will become necessary for every elevator operator to equip his plant with the best cleaners obtainable and remove all foreign matter before he entrusts his property to the care of a car.

NEW YORK State has a new weight and measure law, known as the Brooks law, which seems designed primarily to make trouble for those engaged in selling commodities in packages. It wud seem as tho the feedstuff makers already had more than their share of grief.

IF EVERY grain shipper would make it his duty to report to the trade, thru our "Leaking in Transit" column, each car of grain he learns of leaking in transit, then the railroad companies would soon make it their duty to provide better cars for the transportation of grain.

OKLAHOMA grain dealers joined the procession last week, and abolished the old indefinite terms governing the time of shipment of grain sold, and henceforth will sell grain for delivery within a specified number of *calendar days*. Then the words giving the time of shipment will have the same meaning to all dealers and in all places. There will be nothing indefinite about it, nothing ambiguous, and no excuse for misunderstanding.

IF THE Sundry Civil bill, as recently passed by the House and Senate, is signed by the President, then labor unions and farmers organizations can violate the anti-trust laws, without being prosecuted with funds set aside by the law for the enforcement of the Sherman Act. While it is very doubtful that the Supreme Court would sustain such an act, it seems a rank discrimination for Congress to tender such encouragement to any organizations of any class.

SHIPPING SCALES have long been recognized as a necessity by every shipper who is anxious to keep a close check on the grain taken from his bins. For years the majority of shippers struggled along without shipping scales, but during the last two or three years hundreds of shipping scales have been installed in country elevators, and our news items in this number indicate that many more will be installed before the next crop begins to move, to the end that more shippers will know what they load.

CINCINNATI has captured three of the June conventions, and proposes to entertain the grain dealers the third week of the month. That city will be headquarters for the trade of the Middle West for at least one week, and maybe some will like it so well they will stay there. With three different programs, all dealing with grain trade problems, every member of the trade should find it an easy matter to attend the discussion of mooted questions in which he is interested and learn much of value. Arrange now to go.

CLAIMS for loss, damage or delay, according to the decision of the Supreme Court of the U. S., in the case of the M. K. & T. R. R. vs. Harriman Bros., which was quoted on page 544 of the Journal for April 10th, must be presented to the carrier at the point of delivery or at the point of origin, within four months after delivery of the property. The court holds that in so far as interstate shipments are concerned, the Carmack Amendment furnishes the exclusive rule on the liability of the carrier, so it behooves shippers to secure prompt settlement for their shipments and to exercise more promptness in the presentation of claims to the carrier. While this will no doubt work a hardship on many shippers, it is the word of the court of last resort, and seems to be final.

A NORTH DAKOTA elevator company which recently lost its plant by fire, will include in the equipment of its new elevator a 200 barrel cistern, with a 30 h.p. engine and a fire pump with hose attachments on every floor of the elevator. In other words, it proposes to be prepared to fight the fire fiend, if again visited.

KANSAS CITY merchants are making a success of water transportation, despite the snags and shallows of the muddy Missouri, and an effort will be made soon to establish a grain barge line between that market and New Orleans, in the hope of obtaining a more favorable rail rate to gulf ports. True, similar efforts to establish lines between St. Louis and New Orleans have failed, but that has no bearing on Kansas City's effort, because the merchants of that city are a unit in the cause of water transportation.

THE QUERY of a Minnesota shipper in this number, who depended upon the rates quoted by railroad agent at shipping point, again emphasizes the necessity of every shipper studying carefully and closely all the tariffs posted by the railroads at his station, else he is sure to be misled by freight agent's quoting wrong rate. The only punishment for the freight agent in quoting wrong rate is the denunciation of the shipper, and the railroad company suffers no loss unless the shipper goes into court and insists upon its being fined \$250 for failure to post each rate, as is required by the law. Freight traffic officials can under the present law make a practice of underquoting the legal freight rates and thereby cause shippers to lose heavily. Shippers have no recourse from their losses and can prevent repetition only by keeping posted or getting the law changed.

THE SUPERIOR authority of the Interstate Commerce Commission over state railroad commissions has been very clearly established by the recent decision of the Commerce Court in the Shreveport case. It seems that the Texas Railroad Commission has used its power and authority to assist citizens of the Lone Star state, and has rendered decisions and enforced rules to the disadvantage of shippers without the state. This entire question will soon be settled by the U. S. Supreme Court, before which a number of state rate cases are now pending. Inasmuch as the government has filed a brief, bearing upon the authority of Congress and the Interstate Commerce Commission with the Supreme Court, it seems very likely that the right of the Federal Government to regulate interstate rates will be sustained at every point, and the states will be confined to purely intrastate rates, which have no bearing on interstate business.



CROP REPORTS which give the correct acreage and accurately reflect the condition of the growing grain are always most welcome by our readers, and we sincerely hope that more dealers will take advantage of this opportunity of exchanging views with other dealers on the conditions of their respective localities. It costs nothing but a postcard. Let us hear from you.

NOW THAT shippers generally are paying interest on advances made against their shipments, it behooves them to charge interest on advances made to farmer patrons, whose grain is still growing. If the farmers object to the interest, they can easily get out of it by neglecting to ask for an advance. Surely they will have to pay interest on any money advanced to them by the bank.

ELEVATOR MEN in need of shipping scales, owe it to themselves to read carefully the article published elsewhere in this number on the "Automatic Weighing of Grain," as therein is considered the advantages of installing an automatic scale in the cupola and on the working floor. The subject is one of much interest to many men in the trade, and any light on the subject by readers, giving their experience and preference, will be greatly appreciated by shippers elsewhere.

MIXED VARIETIES of wheat have been the curse of many farmers and grain dealers everywhere, but doubtless none have suffered such great losses from their lethargy as the farmers of Oklahoma. It was clearly pointed out at the recent meeting of the Oklahoma Ass'n. that the farmers who made no effort to grow wheat of pure variety, wheat suited to their soil and climate, paid most dearly for neglecting to obtain seed wheat of a desirable variety. The corn growers further north who have planted any old thing that came handy have paid nearly as much for privilege. The section which produces grain of a pure variety can at least find a market for its product, and when farmers once give intelligent attention to the selection of seed grain, improvement invariably follows, to their profit and the advantage of everyone concerned.

THE CHINCH BUG has long been recognized as the perpetual enemy of grain, and agricultural workers everywhere have undertaken to encourage farmers to make every endeavor to exterminate the pest. The annual loss due to the destructive work of the chinch bug is estimated in many millions of dollars. Every farmer appreciates that he loses much grain thru the work of the chinch bug, yet few of them make any effort whatever to reduce the number of bugs. Oklahoma has made a more persistent and consistent fight against this enemy of grain than any other state, and its agricultural officials seem determined to keep up the fight, so it behooves the grain dealers to encourage and assist them in inducing farmers to burn all brush and rubbish in the hope of destroying the eggs, and preventing the indefinite multiplication of the bugs.

#### THE POLICY HOLDERS PAY THE BILLS.

The Oklahoma legislature refuses to admit mutual companies of other states to do business in the state, upon the same terms as home companies, and the Missouri legislature has gone even further and laid down regulations for stock and mutual companies, which has forced many companies to discontinue writing business in the state. The mutual companies are not organized or operated for profit, but primarily for the study of the hazards they seek to eliminate and the writing of insurance on certain classes of risks at cost.

Everyone recognizes that the experience of two men is more valuable than that of one, likewise the experience of ten mutual companies, writing grain elevator insurance, is more valuable than the experience of one, hence a schedule adopted as the result of the experience of these ten companies will surely be nearer correct than could be drafted by any single company, yet the Orr Law specifically denies two companies to use the same schedule in Missouri under penalty of imprisonment and fine.

The mutual companies are made up of the policy holders, and any profits accruing as the result of careful underwriting is returned to the policy holder in the form of a reduced premium. The fire losses and the cost of doing an insurance business in states where the true value of the mutual company to the policy holder is recognized is far less than in the southwestern states, whose law makers seem to think that it is their first duty to make it as difficult for the mutual companies to do business as possible.

One mutual company, insuring many grain elevators, last year paid out in taxes over \$15,000, not because the various states had performed any service to it, but because the insurance departments wanted the money and were able to find various excuses for sending bills. The state of Kansas has recently sent auditors to many of the insurance offices, who, after a cursory examination, were able to present bills for exorbitant sums. It would seem sufficient for a mutual company to be audited by the officials of the state wherein is located its home office.

All these exactions of fees and taxes by the different states must ultimately come out of the pocket of the policy holder, and so long as the policy holder is content to tolerate the continuance of this form of political graft, so long must he pay the bill. Legislation is supposed to be for the promotion of good government and the protection of property, but it will always be used to foster the interests of a hungry horde of pap suckers, until the property owners rise up and force a reform.

Missouri grain dealers are sure to suffer no end of inconvenience and expense, as the result of the ridiculous Orr law, and those who store farmers grain should be careful to notify the farmer

that it is stored at his risk, and without insurance, unless he is able to obtain insurance to his liking. The majority of the responsible companies, whose policies are at all desirable, seem disposed to refuse any more risks in Missouri until the law has been amended or repealed.

#### MOISTURE GAINING MORE RECOGNITION.

Years ago grain experts and inspectors placed grain in a low grade because it was damp, but never once did they charge it with containing water. Carefully conducted experiments led to the invention of the moisture tester, for determining accurately the amount of water in each sample of grain, so that today all members of the trade who are seeking to do business along safe lines use the moisture tester.

For years members of the trade presumed that the percentage of moisture in grain was the controlling factor in its keeping qualities, and many shippers have been surprised to have some shipments of damp corn reach destination without heating and without heavy discount. It has long been presumed that corn containing more than 16% moisture could not be safely stored in large bins during the germinating season, but experience with some lots of corn has proved that the rule does not always hold good. At the same time, some lots of grain which were supposed to be sound and dry have heated in transit.

It is gratifying therefore, to note that the Board of Grain Appeals of the State of Minnesota, in hope of gaining more definite information regarding the cause of heating grain, has decided to conduct a series of tests, to determine what percentage of moisture the different kinds of grain may carry and still be safely stored in bulk.

The Department of Agriculture, which has given much study to moisture in the different grains, has been confronted by a new problem, in the enforcement of what is known as the "net weight amendment" to the Pure Food Law. This law requires manufacturers to mark weight of contents of packages of food on the outside. Inasmuch as all grain and grain products contain moisture, they will naturally lose weight from the time they leave the manufacturer's scale, the amount of shrinkage depending upon the time, place and conditions under which the product is stored. The Bureau of Chemistry, recognizing these facts, will soon make test shipments in different parts of the country, in hope of determining accurately the percentage of shrinkage in transit under ordinary conditions.

When all members of the trade obtain a more definite knowledge of moisture and the use of the moisture tester, then will all be able to do business along safer lines, and with fewer opportunities for differences and disputes. Everyone now recognizes that moisture must be reckoned with, and he who conducts the most careful moisture tests has accurate knowledge of the moisture he has to contend with. To attempt to do a large grain business without moisture tests or testing machines is like wandering around in the wilds without a compass.



## REGULATION NEEDED FOR PRICE CUTTERS AS WELL AS REGULATORS.

Legislation against combinations in restraint of trade continues to be indulged by the various state legislatures, with the idea of protecting the producers and consumers. Some of the legislatures have also given some consideration to the rights and interests of the middlemen, and sought to prohibit price cutting and overbidding, for the purpose of destroying or preventing competition among middlemen.

No doubt the middlemen of some lines of trade do exact wider margins than the service they perform entitles them to keep, but the majority of the grain shippers of the land have always handled grain on too narrow a margin to insure them a profit on the year's business. No plan has yet been devised for disposing of the services of the country elevator operator. He performs a real service for the grain grower, he takes the farmer's grain whenever it is offered, cleans it, and holds it until cars are obtainable, or markets are favorable. Many of these dealers are swept into bankruptcy by falling markets. Of such failures our news columns have presented much evidence during recent months.

Our many means of transportation facilitate the distribution of products over such a wide area, and so far distant from the point of production that the middleman is absolutely indispensable. The more experienced, the more intelligent, the better posted middlemen are entitled to more compensation than the dull loafers, who merely buy and sell as the opportunity affords. The wide awake middleman invariably tries to buy in the cheapest market and sell in the dearest, and the most successful middlemen, in their eagerness to complete the transfer, invariably work for quick returns, regardless of the size of the margin.

It would seem doubtful if this class of merchants could be ruled and regulated indefinitely, without directly affecting the interests of both the producers and the consumers. It has been suggested by some students of economics that competition be rigidly regulated, and that combination be tolerated under governmental regulation.

The grain trade of many sections has been cursed with obstinate buyers in the past, men whose stubbornness is so deep-seated that they cannot see a load of grain pass their office on the way to a competitor without advancing the price enough to breed dissatisfaction in the seller and to divert future loads to their own scales, unless competitors be willing to pay more than the grain is worth. Such buyers are a curse to themselves and to their sections. Generally they bring grief to everyone with whom they do business, as well as to themselves. Buyers of this character are surely as much guilty of attempting to prevent and destroy competition as any line elevator company that ever existed, and are just as deserving of rigid regulation and punishment for cut-throat tactics as any company ever indulging in the ecstasy of wrecking competitors. Unreasonable overbidding or price cutting is just as undesirable as combinations for the purpose of extortion, when the interests of the community are taken into consideration, and eventually some remedy will be found for trade abuses of this character.

REBATES and rate concessions are generally supposed to be a thing of the past, nevertheless an Indiana grain and feed shipper was fined \$5,000 last month for accepting rate concessions from the M. C. R. R. It is becoming expensive to accept favors of this character.

AT LAST a bill has actually been introduced in Congress giving the Commerce Court power to review orders of the Interstate Commerce Commission, both for and against the railroads, so that if it becomes a law, shippers will have the same standing in the court as the carriers. Every shipper who recognizes the great disadvantage at which his business is at present will write, wire and phone his representative in Congress to work and fight for that bill. The discrimination of the old law should not be tolerated.

SOME OF the railroads, acting under pressure from the state railroad commissioners, are said now to be engaged in placing their box cars in fit condition to transport grain safely and without loss. Such action is quite different from that taken by several grain carrying roads a year ago. Then, in hope of being able to make a better financial showing the first of January, all car repair work was discontinued, at a time when it was most needed. Shippers who are tendered cars unfit for transporting grain should immediately notify the freight traffic manager of his railroad of the car and its condition, and thereby lend his encouragement to the placing of all cars in condition to transport his grain. While all shortages are not traceable direct to worn out cars, still more are due to this cause than any other.

A FEDERAL FEEDSTUFFS law, if properly drafted would protect both the feed user and the honest feed manufacturer and dealer. The bill which was drawn up at the Chicago conference on May 23rd of delegates from the Ass'n of Feed Control Officials, Millers National Federation, Interstate Cottonseed Crushers Ass'n, and American Feed Manufacturers Ass'n will be submitted to Congress next fall as a substitute for Senator Owens' bill. It is to the interest of every feed manufacturer and feed dealer to give his support to this bill. It will, if enacted, put an end to the confusion and red tape caused by the various state laws. It will make uniform the labeling requirements on feed in interstate traffic and will relieve the feed man from the necessity of employing a lawyer every time he makes a shipment of feed outside his own state.

IN ASKING for an increase in the minimum weight of a car of grain, the Santa Fe R. R. Co. started the Kansas Public Utilities Commission into an endless investigation of the car problem. Judging from the report of the Corporation Commission of Oklahoma, who gave at the Oklahoma meeting the number of freight cars owned by the Santa Fe and the amount paid for car rental during the last fiscal year, the Santa Fe is much better prepared to transport freight than many of its competing lines. And what is more, the Santa Fe keeps its cars in much better condition than most of its competitors, so that more of them are suitable for transporting grain. However, if the minimum is raised, and the cars are kept in just as good condition as heretofore, more leaks must be expected, as the weight of the load is increased.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & S. 13168 reached Nemo, Ill., May 24 over the C. P. & St. L. leaking corn very badly; was sidetracked and repaired.—Edward Lundgren, Anderson Grain & Coal Co., Galesburg, Ill.

C. R. I. & P. 52250 passed thru Vinton, Ia., May 24, leaking oats badly at end of car frame at center of bottom which was pulled apart so leak could not be stopped unless unloaded.—Spike & Co.

T. & P. 13567 passed thru Oakwood, Ill., May 22, leaking white corn at door on side.—E. A. Fox, mgr. B. B. Minor.

C. & A. 16346 passed thru Godfrey, Ill., May 16 on C. & A. southbound train leaking yellow corn. Car was ahead of two flat cars loaded with long I-beams. The beams had shifted their position and punched a hole thru the end of car.—S.

M. & St. L. 5894 passed thru Boyd, Minn., May 8 leaking at end over coupler.—A. E. Ahre, agt., Eagle Roller Mill Co.

K. C. S. 13561 passed thru Harrisville, Ind., May 8 leaking white oats badly at doorpost.—Wm. H. Hohleman.

P. L. 557577 passed thru Borton, Ill., May 5 on northbound Clover Leaf train, leaking grain.—Henn & Beggs.

C. & N. W. 85652 passed thru Alton, Ia., May 3 with lower grain door on one side bulged out and grain leaking thru broken board and thru crack caused by bulge.—Henry W. Klein, agt., L. J. Button Elvtr. Co.

P. R. R. 79844 passed thru Arthur, Ill., May 1 leaking white corn from broken end.—L. Buckner, agt., Paul Kuhn & Co.

I. C. 15643 reached Macon, Ill., Apr. 30, on southbound train leaking white corn badly at side of car. Set out at that point. Car apparently from Elwin, Ill.—J. W. Bradway.

Nor. Pac. 35043 passed thru Goodland, Ind., Apr. 29 leaking oats badly.—H. Murray & Co.

Ill. Cent. 36992 passed thru Colfax, Ill., Apr. 29 leaking white shelled corn at door.—Colfax Grain Co.

N. Y. N. H. & H. 72462 passed thru Wapella, Ill., Apr. 29, leaking oats badly on end sill and sides. Car billed to New Orleans.—J. M. Greene & Son.

## COMING CONVENTIONS.

May 27.—Inter State Feed Dealers Ass'n at Kansas City.

May 27-28.—The Texas Grain Dealers Ass'n at Fort Worth, Tex.

June 2-6.—Operative Millers of America at Kansas City, Mo.

June 3-4.—Illinois Grain Dealers Ass'n at Chicago.

June 11-12.—Annual Mid-Summer Convention at Wichita, Kan., under the auspices of the Wichita Board of Trade.

June 16-17.—Council of Grain Exchanges at Cincinnati.

June 17-18.—Ohio Grain Dealers Ass'n at Cincinnati.

June 17-18.—Indiana Grain Dealers Ass'n at Cincinnati.

June 24-26.—National Hay Ass'n at Peoria.

June 24-26.—American Seed Trade Ass'n at Cleveland.

June 26, 27, 28.—National Ass'n of Managers of Co-operative Elevators at Milwaukee.

July 30-31.—Michigan Hay & Grain Dealers' Ass'n, at Flint, Mich.

Oct. 14-16.—Grain Dealers National Ass'n at New Orleans.



## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### LAX INSPECTION AT AN INTERIOR MARKET.

*Grain Dealers Journal:* We have long suspected that the official grain inspection at interior points is a farce; and a recent experience in one of the smaller markets, which presumably had reliable inspectors, convinces us their work will bear watching.

We made a shipment of three cars of oats to this point. One car was graded No. 3, one No. 4 and one no grade. One of the members of our firm thereupon went to the market to investigate, and found that our seals on the car graded no grade had not even been broken.

On his attention being called to this car the grain inspector made profuse apologies and graded the car No. 3.—M. & T.

### BUILT FIRST CONCRETE ELEVATOR.

*Grain Dealers Journal:* In your issue of May 10, 1913, appears an article on concrete elevators by B. I. Weller, containing the following:

"The first concrete elevator was built in the United States in 1902 and as soon as the tanks had been filled with grain several of them burst. This naturally retarded the use of concrete for two or three years; however, after one or two concrete elevators had been erected by well known firms, the owners regained confidence in this material."

The fact of the matter is that the first concrete elevator in the United States was built in 1900, and was not for grain, but for the storage of cement in bulk which weighs 100 pounds per cubic foot against grain at 50 pounds per cubic foot.

These tanks were designed and built for the Illinois Steel Co. in South Chicago and were found to be abundantly strong for their heavy loads. The writer, who originally designed this system of grain storage, had for years attempted to exploit it by furnishing designs to elevator owners and builders, but in vain, until the tanks in South Chicago proved the strength of the construction.

Then Frank H. Peavey of Minneapolis built his tanks in West Superior, but ignored the designs submitted to him by the writer and let the contracting and engineering to a Minneapolis contractor, who deviated sufficiently from the writer's detailed design to cause several tanks to burst due probably to a settlement of the foundations which was not properly provided for.

The writer holds patent No. 667,172 on this construction of grain elevators, but through some apparent technical flaw in the patent has been unable to collect royalties on his invention.

Every elevator builder in the United States or Canada, if he knows anything about the history of this construction, will credit same to writer. Most of the elevator builders now have their own clever systems of executing the construction and naturally have improved upon the original details both in construction and exe-

cution, and for all of this they certainly are entitled to everlasting credit.

The name of "Heidenreich Concrete Grain Tanks" is about all the writer is claiming at present as a recompense for many years of arduous talking, lecturing, writing, figuring and fighting for this valuable construction which today is recognized as the best one on earth for its purpose.

With compliments to your readers in general and the grain elevator builders in particular, I remain—Respectfully yours, E. Lee Heidenreich, Kansas City, Mo.

### REFUSED TO ACCEPT PURCHASE ON FALLING MARKET.

*Grain Dealers Journal:* On Dec. 20, 1912, we sold thru a broker two cars of No. 3 white oats to Arch Fleming, Fairmont, W. Va., at 37½¢. One of these cars was shipped on Dec. 26, and on its arrival at Fairmont was refused by Fleming on the grounds that the oats were not equal to quality sold. Our contentions were that that oats were equal to No. 3 whites, but he wud not accept them, and after considerable telephoning and telegraphing back and forth with our broker, we were obliged to forward the oats to Baltimore. The market at the time the car arrived at Fairmont was considerably under the price at which the oats were sold.

We were able, however, to market them at Baltimore without any loss in price, the market having advanced in the meantime, but we were out car service at Fairmont, amounting to \$17, and \$3 reconsigning charge, making \$20 loss. We asked Mr. Fleming to make this good to us for the reason that the oats graded No. 3 white in Baltimore. Our contention was that by reason of the fact the oats graded No. 3 white in Baltimore, we had filled our contract to him and that we had tendered him No. 3 white oats. He refused to pay it, and we made a draft on him, which he also refused to pay. He now takes the position that we are absolutely crooked in trying to force him to pay this claim, which in our judgment is absolutely legitimate and should be paid. These oats were shipped from a country point and we did not see them.

We had an identical experience with the Wolf Summit Stores Co., Wolf Summit, W. Va., the sale to them having been made on the same date and at the same price, with exactly the same results, except that the car service and reconsigning charges amounted to \$17. They refused to pay our draft for this amount, and we are out the \$37 on the two cars.—Yours truly, The Ward Grain Co., by A. T. Ward, Fostoria, O.

### Shorter Term Accepted by United Kingdom Buyers.

By standing firmly together the grain exporters of North America have obtained a valuable concession from the importers of Great Britain and Ireland.

Instead of 60 to 90 days' credit the exporters demanded cash payment on delivery of documents. Beginning May 1 they declined to do business on other terms; and on May 16 the foreigners capitulated, agreeing on a compromise at 7 days.

The rules agreed to by the members of the North American Export Grain Ass'n have been temporarily suspended, pending further negotiations, and business is being done on the basis of 7 days' sight. The council of the Ass'n will be called together May 29 at New York to take action on the compromise.

### THREE ORGANIZATIONS IN Convention at Cincinnati.

The Council of Grain Exchanges, the Ohio Grain Dealers Ass'n and the Indiana Grain Dealers Ass'n will meet in Cincinnati, O., the week of June 15, 1913.

The Council will convene in session on Monday morning, June 16, at the Hotel Sinton, Parlor H. The program has been tentatively prepared as follows:

#### MONDAY MORNING, 10:30.

President's Address, J. C. F. Merrill.  
Secretary's Report, J. Ralph Pickell.  
Treasurer's Report, Jno. W. Snyder.  
Com'ite Reports.  
Com'ite on Bills of Lading, W. M. Hopkins.  
Com'ite on Uniform Rules, Henry L. Goemann.  
Com'ite on Publicity, J. C. F. Merrill.

#### MONDAY AFTERNOON, 2:00.

Special addresses.  
Co-operation, J. Collin Vincent.  
Grain Exchanges and Public Sentiment, C. A. Magnuson.  
Transportation; Its Relation to the Grain Trade, W. M. Hopkins.  
Informal Remarks on the Present Status of Federal Standardization for Corn Grades, J. W. T. Duvel, Crop Technologist in Charge, Grain Standardization, U. S. Dept. of Agriculture, Washington, D. C.

#### TUESDAY MORNING, 10:30.

Com'ite on Crop Improvement, J. C. Murray, Chairman.  
Secretary's Report, Bert Ball.  
General business.  
New business.  
Adjournment.

The afternoon session of the Council on Tuesday will be a joint meeting with the Ohio Grain Dealers' Ass'n and the Indiana Grain Dealers' Ass'n. The program follows:

#### Program for Joint Session.

Council of Grain Exchanges.  
Ohio Grain Dealers' Ass'n.  
Indiana Grain Dealers' Ass'n.

#### TUESDAY AFTERNOON, JUNE 17, 1913.

Meeting in Grand Opera House Hall, adjoining Cincinnati Chamber of Commerce.  
1:30 P. M.—Call to order, Chairman, E. C. Eikenberry, Pres. Ohio Grain Dealers' Ass'n.

Invocation, The Reverend G. E. Shieler.  
Address of Welcome in Behalf of Cincinnati, Hon. Henry T. Hunt, Mayor.

Address of Welcome in Behalf of the Cincinnati Chamber of Commerce, Hon. Walter A. Draper, President.

Response, J. C. F. Merrill, President Council of Grain Exchanges.

Response, John F. Courcier, Sec'y Grain Dealers' National Ass'n.

The Relation of Business to Government, Hon. James Watson of Indiana.

Address, Chas. D. Jones, President Grain Dealers' National Ass'n.

Address, Illustrated, Bert Ball, Sec'y Crop Improvement Com'ite, Council of Grain Exchanges.

6:00 P. M.—Visiting delegates will be tendered a dinner at Chester Park by the Hay and Grain Exchange of the Chamber of Commerce. The dinner will be followed by royal entertainment at this popular resort.

Wednesday morning the Ohio Grain Dealers' Ass'n and the Indiana Grain Dealers' Ass'n will hold separate business sessions at the Palace Hotel.

THE RUSSIAN EMPIRE in 1911 had 233 million acres planted to wheat, rye, barley, and oats, compared with 97 million acres under these crops in the United States.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### LIABILITY OF RAILROAD FOR FULL DELIVERY?

*Grain Dealers Journal:* Some time ago we think the Journal published an article on the "Railroad's Liability for Full Delivery of Grain," and that in some prior numbers court decisions on the same subject were published. When did these appear?—J. F. Huggard, sec'y Piqua Malt Co., Piqua, O.

*Ans.:* The article and the reference to the court decisions appeared on pages 43 of Jan. 10, 206 and 207 of Feb. 10 and 364 of Mar. 10 numbers of the Journal.

### VALIDITY OF CHARTER NOT RECORDED IN COUNTY?

*Grain Dealers Journal:* When we incorporated our company we recorded our name at Springfield, Ill., but failed to record it at Jacksonville, our county seat. We continued in business and met financial reverses. Our board of directors signed notes to cover the loss. These directors now claim that the company is not a corporation and that they therefore can not be and could not have been directors, and shud not be held responsible for the debts of the concern. Will a reader of the Journal please tell us who is responsible for the debts, and also what our status is? Are we a corporation or a partnership?—Shipping Ass'n.

### LIABILITY FOR UNLOADING WITHOUT B/L?

*Grain Dealers Journal:* We bought four cars of kafir corn which were shipped to us at Amarillo. We unloaded same without the Bs/L. Controversy arose and shipper sold to second party, who in turn sold to third party.

In order to secure Bs/L for Santa Fe we had to pay second party \$144 more than we had purchased at from first party, which we did and turned in the Bs/L. Third party then demanded four cars from second party, which they did not furnish; however, we understand they paid third party a cash consideration.

Now second party brings suit against Santa Fe and makes us party to same. We secured the Bs/L at a cost of \$144 and delivered same to the Santa Fe. Have second party or third party a claim on us or on the railroad?—Early Grain & Elevator Co., Amarillo, Tex.

*Ans.:* Procurement of Bs/L by Early by payment of \$144 in full of all first demands by second party released Early from all claims by any party.

Third party has a good claim against second party for breach of contract, but not against the railroad company.

Second party has good claim against the railroad company, but has no claim against Early, having already settled with Early at \$144.

If third party recovers judgment against second party for more than \$144, second party can not have recourse against Early, as settlement without knowing the loss of third party was an error of judgment by second party for which he himself is responsible.

### BLUE GRASS STRIPPING MACHINE?

*Grain Dealers Journal:* Will the Journal please give me the name of a company selling blue grass stripping machines.—Sumner White, Orient, Ia.

*Ans.:* H. W. Caldwell & Son Co., Chicago, make a machine for stripping blue grass.

### MEANING OF "RUSH SHIPMENT?"

*Grain Dealers Journal:* What are the rules, if any, covering the term "Rush shipment"?—Oklahoma Grain & Flour Co., Oklahoma City, Okla.

*Ans.:* "Rush shipment" is a term not contained in the official rules of the Chicago Board of Trade or of the National Ass'n. Under the rules of the National Ass'n prompt shipment is 10 days; quick, 5 days; and immediate, 3 days; so that rush shipment probably means quicker than immediate or within less than three days, and that shipper wud wire tracer.

### RECOVERY OF LOSS IN SPECULATION?

*Grain Dealers Journal:* Where a broker trades in the Chicago pit for another party, and loses, and then asks for and is given a negotiable note to cover the loss, altho the trading was contrary to the preferences and counsel of the client, is there any law whereby the broker can be restrained from selling or disposing of the note to others, and if the note is sold or disposed of can the new holder force collection under the law, when in the trading it was expressly understood no deliveries were to be given or taken, or can the broker himself force collection?—C. S. K.

*Ans.:* This question presupposes a practically impossible situation, for the reason that transactions described are forbidden by the rules of all grain exchanges. No member is permitted to execute discretionary orders; and no member is permitted to execute orders without intention to deliver. The courts have held that if, instead of delivery, the trade is closed by a purchase or sale before delivery day the transaction is lawful.

On close study of the communications between the customer and his broker it will probably be found that the broker can show he was authorized to make the trades that resulted in loss. Moreover, if the customer gave the note after he knew of the course of dealing it amounts to consent, and both the broker and a new holder of the note can enforce collection.

### LIABILITY OF CARRIER FOR SHORTAGE?

*Grain Dealers Journal:* Can the railroad company be held responsible for a shortage of 50 bus. and 6 lbs. of oats shipped by us to Council Bluffs, Ia.? This car was loaded thru a Richardson Automatic Scale on Nov. 6 and arrived 1606 lbs. short. The car report showed the car to be in good condition on arrival, and as the car showed no evidence of leakage the railroad company has declined to pay the claim.

I know our scales to weigh accurately, as I had them tested last fall by a representative of the Richardson Scale Co. and also found them to correspond with destination weights, provided the car went thru all right, varying sometimes a few bus., but not enuf to speak of, only the loss thru grain getting lodged back of lining.—J. N. Loeltz, mgr. Farmers Elevator Co., Templeton, Ia.

*Ans.:* Railroad companies make repairs on cars found leaking grain in transit, but never report to the shipper that his leaking car was so repaired. Hence, the car cud easily have arrived at Council Bluffs in apparent tight condition and leaked in transit 50 bus. or more.

Shipper shud furnish all possible evidence of his method of taking weight, including affidavit by man who did the weighing and loaded the car, showing the car number, kind of scale, number of drafts and all

circumstances connected therewith, to back up his assertion that his weights are correct. The railroad company is responsible for loss in transit.

### MISQUOTATION OR OVERCHARGE?

*Grain Dealers Journal:* About Jan. 20 I sold several cars of straw to Johnson & Co. of Goshen, Ind., to be shipped to points they would name. Johnson & Co. sent me Bs/L already made out with freight rates named and gave me specific instructions not to ship the cars until I had ascertained whether rates named in B/L were correct.

Local agent of the Great Western wired the division freight agent, who informed him that the rate of 43 cents named by Johnson & Co. was correct, on a shipment from this place to Tamaqua, Pa.; but when the car arrived a rate of 45 cents was charged.

On shipments to Clinton, Ia., I was given a quotation from the division freight agent Feb. 1 of 15 cents, but was charged 17 cents on several cars.

The railroad company admits having quoted these rates; but alleges that the Interstate Commerce Commission compelled it to collect a Chicago rate of 17 cents from Jan. 13. Have I a legitimate claim and what is my chance of collecting it?—A. W. Swinton, Stanton, Minn.

*Ans.:* The courts have decided that charges must be based on the published schedules of rates, and quotations by railroad officials of high or low degree have no value. Your claim is a good one if the charges are 2 cents in excess of the published tariffs. These shud be on file for inspection at your station. If the officials claim that the rates were raised 2 cents in compliance with schedules filed with or by reason of any order of the Interstate Commerce Commission, this shud be verified, and the Great Western officials shud cite you to the specific tariff or authority for the increase.

### CREDITOR'S RIGHT TO ATTACH PROCEEDS OF DRAFT.

In the suit by the Dixon-Pocahontas Fuel Co. v. Myers Grain Co. the Supreme Court of Appeals of West Virginia recently decided that a creditor could not attach the proceeds of sale of a shipment in the hands of a bank which had discounted the draft and thereby become owner of the property.

The Myers Grain Co. of Columbus, O., sold a car of corn to the New River Co. for shipment to McDonald, W. Va., and made draft attached to S/O B/L, payable to Union National Bank, Columbus. The bank discounted the draft, charging 1/4 of one per cent, and forwarded the draft to the Bank of Mt. Hope, Mt. Hope, W. Va., for collection.

Three weeks after the sale the Dixon-Pocahontas Fuel Co. brot suit in a justice court against the Myers Grain Co. and attached \$250 of the fund in the hands of the Bank of Mt. Hope. The justice decided the grain was not the property of the bank, and the Union National Bank, intervening, appealed, and was granted a new trial. The result on the new trial, however, was the same, the court striking out all evidence presented by the bank to show that it was the owner.

Again the bank appealed to the higher court, and the Supreme Court of Appeals has granted a reversal and ordered a new trial, directing the court below to consider all oral testimony, presented by the bank and Mr. C. M. Myers, tending to show that the grain was the property of the bank, not of Myers Grain Co.—77 S. E. Rep. 362.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Burlington, Colo., May 9.—All crops are growing the best in years; plenty of moisture; ground in fine shape; corn planting just begun; big crop of barley sown.—E. W. Bandt.

Wray, Colo., May 15.—Crop conditions flattering; indications point to bumper wheat and small grain crop; season is cold and corn planting is in progress, but little has been planted as yet.—Wray Farmers Grain Co.

### DELAWARE.

Reports from all sections of Delaware are to the effect that the wheat crop, which looked so promising during the early spring will be almost a complete failure.—C.

### ILLINOIS.

Pike, no p. o., Ill., May 22.—Wheat fair; oats exceptionally poor, thin stand.—S.

Pearl, Ill., May 23.—Old corn about gone; wheat looking fine; oats poor.—A. M. Applegate.

Sullivan, Ill., May 19.—Oats need rain; stand good.—L. R. McPheeters, mgr. Sullivan Elvtr. Co.

Griggsville, Ill., May 21.—Wheat never better. Corn planting nearing completion; acreage of oats small.—W. E. Doane.

Loami, Ill., May 16.—Oats need rain; stand good. Farmers finishing corn planting.—W. A. Fuller, with Central Ill. Grain Co.

Nebo, Ill., May 23.—Wheat looking all right; some corn up and most of planting done.—F. A. Robinson, mgr. Elmore & Lemmon.

Oakwood, Ill., May 22.—Dry here; oats needing rain; corn coming up uneven; planting about all done.—E. A. Fox, mgr. E. B. Minor.

Havana, Ill., May 15.—About 15% of the corn and about 50% of the oats left in farmers hands. Growing oats need rain.—McFadden & Co.

Waynesville, Ill., May 13.—Oats stand poor; sown in wet land; some being plowed up; rain needed badly.—C. W. Beers, mgr. Darnall & Spence.

Forrest City, Ill., May 15.—Growing wheat looks fine. Oats need rain, but are not suffering seriously.—John Pemberton, mgr. McFadden & Co.

Kenney, Ill., May 13.—Growing oats need rain. Corn acreage will be larger than usual. Growing wheat fine.—Geo. Meyer, mgr. Kenney Elvtr. Co.

Manito, Ill., May 15.—Good many oats not up; need rain. Corn ground too cloddy to work well.—A. R. Harbaugh, mgr. Smith Hippen Co.

Healey sta., Forrest p. o., Ill., May 21.—Good rain last night; wheat looks good; corn planting about finished; corn and oats moving.—Healey Grain Co.

Warrenburg, Ill., May 12.—About 20% of the corn left in farmers hands. Growing oats need rain; stand fair. Farmers planting new corn.—S. S. Neiman.

Carrolton, Ill., May 20.—Wheat conditions promising; oats a failure on account of no rains; large corn acreage planted.—Advance Mill & Elvtr. Co.

Rockport, Ill., May 22.—Wheat fine; oats poor; small acreage. Some corn up; some cultivated and some not planted. Weather cold. Some snow this morning.—S.

Manito, Ill., May 15.—About 10% of the corn and 2% of the oats left in farmers hands. Growing oats need rain; wheat looking fine.—A. F. Cox, mgr. Turner-Hudnut Co.

Amboy, Ill., May 21.—Winter wheat looks good; 25% of corn and oats in farmers hands. Farmers behind in planting. Do not look for early movement.—C. A. Fenstermaker.

Alton, Ill.—From Fidelity to Alton along the C. P. & St. L. there are persistent reports of chinch bugs in wheat. Farmers are also wondering what these bugs will do to their corn. Rain is badly needed for wheat and oats to keep them from turning yellow and it is needed for corn to make it sprout.—S.

Latham, Ill., May 24.—Need more rain; oats poor; corn planting about all done. Need cars for handling old corn which is now moving freely.—E. E. Rice, mgr. Farmers Grain Co.

Bayliss, Ill., May 22.—Wheat fine; oats poor because of drought; ship in 40 to 50 cars every year. In last 20 years do not believe over 4 or 5 cars of corn have been shipped out.—A. R. Amrine.

New Canton, Ill., May 22.—About 5% of the corn and 10% of the oats left in farmers' hands; old wheat gone. Growing oats poor; wheat north of here poor; south of here good. Need warm rains.—S.

Bluffs, Ill., May 20.—Between here and Springfield corn planting almost completed; much corn listed; some up. Oats stand good; need rain. Wheat fine. At this station wheat crop about 50% of expected yield account loss by high water. No grain moving.—S.

Sidney, Ill., May 17.—Oats and grass ground need rain badly; corn ground dry and cloddy; planting pretty well finished; will take rainfall to start growing. Some corn sold for delivery in May and June; when delivered not much will be back; oats pretty well cleaned up; new sown doing good.—Sidney Grain Co.

Decatur, Ill., May 19.—Rain badly needed on the growing oats southeast of Decatur; some are yellow; others being plowed up. Warm shower would change appearances wonderfully. Farmers mostly thru planting; are waiting for rain to break clods before planting. No grain moving to market. Few grain men shelling crib corn.—S.

### INDIANA.

Claypool, Ind., May 21.—Crops look fair; some grain moving; not much left.—Geo. B. Pontius.

Upland, Ind., May 24.—Oats and corn not doing any good; look yellow. Wheat doing fine; big acreage of rye.—W. W. Pearson.

Plainville, Ind., May 18.—About 20% of corn in farmers hands; wheat looking good; some loss from floods in White River bottoms.—Plainville Mlg. Co.

Beeson sta., Milton p. o., Ind., May 20.—Never saw wheat look better; large acreage sown; none plowed up; small crop of oats; most of grain out of farmers hands.—T. J. Connell.

Shelbyville, Ind., May 24.—Wheat in good condition; acreage 50% less than last year; rye acreage increased 25%; in fine condition. Oats crop damaged by dry weather; 20% increase in acreage; about 50% of the corn in farmers hands; no oats.—W. S. Snyder, agt. National Elvtr. Co.

### IOWA.

Alden, Ia., May 22.—Too wet for corn planting; 25% in.—A. A. Burke, mgr. Farmers Elvtr. Co.

Doon, Ia., May 20.—Crop prospects never better; plenty of moisture; cool weather; good stand of grain. Corn planting backward on account of too much wet weather; 20% of corn, 15% of oats and some wheat to be marketed.—M. D. Swenning, agt. Atlas Elvtr. Co.

Paulina, Ia., May 22.—Too much rain; 10% of corn ground to be plowed yet; 60% of corn planted. Corn planted three weeks ago not up; oats growing slowly; stand good. Work will be bunched up on farmers unless weather clears soon; will bother them to get balance of old grain to market; 12% of oats and 30% of corn back.—A. Williamson Est.

Doris sta., Independence p. o., Ia., May 21.—Grain business quiet; farmers too busy to haul; getting corn in; weather cold and backward. Oats good color but do not show much growth; plenty of moisture; need warm weather.—L. Miller & Son.

Williamsburg, Ia., May 14.—Movement of grain light since Mch. 10. Feeders paying 50c for corn; dealers 48c; most of early planted corn in will have to be replanted on account of washed ground and the fact that first corn was planted too deep; seed rotted.—W. F. Harris.

Sioux City, Ia., May 21.—Continuation of rain has delayed spring corn planting; 15% planted; small grains and oats have not been hurt, tho spring wheat acreage was cut down and oats acreage increased by reason of inability to get wheat into ground at proper time; much lowland now flooded; farmers fear having to resort to the purchase of early varieties of seed little tried here for the sake of bringing their crops to maturity before fall frosts; corn planted had little advantage over that not yet under cover.—B.

### KANSAS.

Wellsford, Kan., May 22.—Wheat badly in need of rain.—Geo. R. Linn, mgr. Wellsford Grain Co.

Liberty, Kan., May 17.—Wheat prospects fine; will commence cutting about June 10.—Thos. Laughlin.

Corwin, Kan., May 23.—Wheat condition 50%; weather dry; need rain soon or will have no wheat.—Corwin Grain Co.

Annelly, Kan., May 19.—Wheat and oats looking fine; corn good stand; doing nicely.—Whitewater Mill & Elvtr. Co.

Canton, Kan., May 20.—Winter wheat acreage large; none plowed up; crop in fine condition; oats also fine.—Frank A. Kile.

Arkansas City, Kan., May 20.—Wheat and oats looking good; larger corn acreage than wheat. About 8% of the old grain back.—H. M. Hill.

Ames, Kan., May 19.—Growing crops looking fine; ground in fine shape; corn being planted; not much wheat moving now.—H. E. Bramwell.

Dodge City, Kan., May 15.—Our wheat was put in last on account of the horse plague last fall; a big per cent will be abandoned.—W. P. Kliesen.

Campus, Kan., May 22.—About 50% of wheat lost; 1 figure 6 bus. to acre. Oats and barley looking well; also corn; winter wheat looking bad.—James Rickly.

Carden, Kan., May 21.—Wheat acreage 90%; none plowed up; no wheat in farmers hands; 15% of corn; winter wheat condition 110% compared with last 5 years.—J. E. Andrews.

Frankfort, Kan., May 21.—Crop conditions best in country; wheat heading; will have bumper crop if weather is favorable. Corn planting almost completed; large crop of alfalfa.—G. E. Gano.

Almena, Kan., May 21.—Prospects for a bumper wheat crop good; plenty of moisture; no chinch bugs or other insects; corn planting about finished; early planting coming up and promises to be a good stand; increased acreage.—E. H. Powell.

Wichita, Kan., May 16.—After having been over considerable of the wheat belt on 5 different railroads, west and north-west of Wichita, I am of the opinion that the yield for the coming harvest has been overestimated at least 20%. Wheat all

## DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

| JULY WHEAT. |         |         |         |         |         |         |         |         |         |         |         |         |         |
|-------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|             | May 10. | May 12. | May 13. | May 14. | May 15. | May 16. | May 17. | May 19. | May 20. | May 21. | May 22. | May 23. | May 24. |
| Chicago     | 89 1/2  | 89 1/2  | 88 1/2  | 87 1/2  | 88      | 88 1/2  | 88 1/2  | 89 1/2  | 88 1/2  | 90 3/4  | 90      | 90      | 91 1/2  |
| Minneapolis | 89 1/2  | 89 1/2  | 88 1/2  | 87 1/2  | 88 1/2  | 89 1/2  | 89 1/2  | 89 1/2  | 89 1/2  | 90 1/4  | 89 1/2  | 90      | 91 1/2  |
| Duluth      | 90 1/2  | 90 1/2  | 89 1/2  | 89 1/2  | 89 1/2  | 89 1/2  | 89 1/2  | 90 1/2  | 90 1/2  | 91 1/4  | 91      | 91 1/2  | 92 1/2  |
| St. Louis   | 87 1/2  | 87 1/2  | 86 1/2  | 85 1/2  | 85 1/2  | 86 1/2  | 86 1/2  | 86 1/2  | 86 1/2  | 87 1/4  | 87 1/4  | 87 1/4  | 88 1/2  |
| Kansas City | 83 1/2  | 83 1/2  | 82 1/2  | 81 1/2  | 81 1/2  | 82 1/2  | 82 1/2  | 82 1/2  | 82 1/2  | 83 1/2  | 84      | 83 1/2  | 85 1/4  |
| Milwaukee   | 89      | 89 1/2  | 88 1/2  | 87 1/2  | 87 1/2  | 88      | 88 1/2  | 88 1/2  | 88 1/2  | 89 1/2  | 89 1/2  | 89 1/2  | 90 1/2  |
| Toledo      | 91 1/2  | 91 1/2  | 90 1/2  | 89 1/2  | 90      | 90 1/2  | 90 1/2  | 90 1/2  | 90 1/2  | 91 1/2  | 91 1/2  | 91 1/2  | 92 1/2  |
| New York    | 97 1/2  | 97 1/2  | 97 1/2  | 96 1/2  | 96 1/2  | 96 1/2  | 96 1/2  | 97 1/2  | 97 1/2  | 98 1/4  | 98      | 98 1/4  | 98 1/2  |
| Baltimore   | 109 1/2 | 108 1/2 | 108     | 107 1/2 | 107 1/2 | 108     | 108 1/2 | 108 1/2 | 108 1/2 | 109 1/2 | 109 1/2 | 109 1/2 | 110     |
| Winnipeg    | 93 1/2  | 93 1/2  | 93      | 92 1/2  | 92 1/2  | 93      | 93 1/2  | 93 1/2  | 93 1/2  | 94 1/4  | 94 1/4  | 94 1/4  | 95 1/4  |
| Liverpool   | 107 1/2 | 107 1/2 | 106 1/2 | 106 1/2 | 106 1/2 | 106 1/2 | 106     | 106     | 106 1/2 | 106 1/2 | 107 1/2 | 107 1/2 | 107 1/2 |
| *Budapest   | 127 1/2 | 127 1/2 | 125 1/2 | 126 1/2 | 126 1/2 | 126     | 126     | 126 1/2 | 127 1/2 | 127 1/2 | 127 1/2 | 127 1/2 | 128 1/2 |
| JULY CORN.  |         |         |         |         |         |         |         |         |         |         |         |         |         |
|             | May 10. | May 12. | May 13. | May 14. | May 15. | May 16. | May 17. | May 19. | May 20. | May 21. | May 22. | May 23. | May 24. |
| Chicago     | 56 1/2  | 56 1/2  | 55 1/2  | 55 1/2  | 55 1/2  | 56      | 56 1/2  | 56 1/2  | 56 1/2  | 56      | 57 1/2  | 57 1/2  | 57 1/2  |
| Kansas City | 55 1/2  | 55 1/2  | 55 1/2  | 55 1/2  | 55 1/2  | 55 1/2  | 55 1/2  | 56      | 56 1/2  | 56 1/2  | 56 1/2  | 57 1/2  | 57 1/2  |
| St. Louis   | 56 1/2  | 56 1/2  | 55 1/2  | 55 1/2  | 55 1/2  | 56 1/2  | 56 1/2  | 56 1/2  | 56 1/2  | 56 1/2  | 57 1/2  | 57 1/2  | 57 1/2  |
| †Baltimore  | 59      | 59 1/2  | 59      | 58 1/2  | 59 1/2  | 59 1/2  | 59 1/2  | 59 1/2  | 59 1/2  | 60      | 60 1/2  | 60 1/2  | 60 1/2  |
| Liverpool   | 67 1/2  | 67 1/2  | 67 1/2  | 67 1/2  | 66 1/2  | 66 1/2  | 66 1/2  | 66 1/2  | 67 1/2  | 67 1/2  | 67 1/2  | 67 1/2  | 68 1/2  |

\*No. 2 Red. \*October delivery. †May delivery. ‡Exchange closed.



over the country except in the immediate vicinity of Stafford needs rain badly; is heading out at the height of six to ten inches and is quite thick on the ground; will require a great deal of rain.—Clark Burd.

## MICHIGAN.

Ada, Mich., May 22.—Wheat acreage 90%; condition 95%. Oats acreage 95%. Corn being planted; good rains; no grain left in farmers' hands.—Grand Rapids Grain & Mill Co.

## MINNESOTA.

Gaylord, Minn., May 20.—Crops looking good; plenty of rain.—Louis G. Becker.

Renville, Minn., May 21.—Much rain has fallen; weather cool for corn; acreage for all grains about same as last year.—J. J. Moughan Pacific Elvtr. Co.

Ellsworth, Minn.—Small grain crops looking fine; plenty of moisture; corn planting general.—W. R. Christian, agt. Davenport Elvtr. Co.

Adams, Minn., May 21.—No winter wheat here; spring wheat acreage decreased 40%; corn increased 20%; barley and oats about the same. Crop prospects excellent; corn a little backward.—J. Schneisel.

Minneapolis, Minn., May 22.—Weather during past week rainy and cold; rains general over the three states and precipitation sufficient to supply ample moisture thruout the entire spring wheat territory; rain has delayed farm work a little; wheat seeding completed; oats and barley  $\frac{3}{4}$  to  $\frac{1}{2}$  done; flax seeding in progress. Cool weather has given wheat good root; wheat acreage reduced 5% as compared with last year; similar reduction in flax; slight decrease in oats; small increase in barley and rye. Unusually large amount of grain disced in on stubble, requiring favorable conditions for maturing the crop.—The Van Dusen Harrington Co.

## MISSOURI.

Ladsonia, Mo., May 19.—Continuous drouth here.—E. J. Shobe Grain Co.

Higginsville, Mo., May 17.—Crops look fine; hope for bumper wheat crop and early harvest.—Eagle Mill & Elvtr. Co.

Louisiana, Mo., May 22.—Wheat prospects fine; oats fair; need rain. Some corn up; some not planted; acreage large.—S.

Springfield, Mo., May 20.—Wheat heading out fast; in fine condition; will begin to move about June 15th. Meyer Mlg. Co.

Springfield, Mo., May 19.—Crop prospect best in years; look for a large yield in all grains.—W. F. Walker, prop. Western Grain Co.

Springfield, Mo., May 19.—Wheat outlook best in years; no old grain back on account of short crop last year.—Eise-mayer Mlg. Co.

Westboro, Mo., May 23.—Wheat looks fine; too much rain for corn; much will be replanted; washed out by recent rains.—Westboro Grain Co.

## MONTANA.

Oka sta., Judith Gap p. o., Mont., May 17.—Crop light in this vicinity last year.—W. H. Pierce, agt. Montana Elvtr. Co.

Antelope, Mont., May 20.—No winter wheat in this locality; 10% of grain in farmers' hands; crops coming fine.—R. R. Ureland.

Poplar, Mont., May 19.—Seeding of wheat, oats and rye finished; condition of crops cud not be better; plenty of rain all over the state; almost sure of a fair crop.—A. J. Hole.

Benchland, Mont., May 16.—Plenty of moisture. 75% of spring seeding done. Winter wheat looking fine. Crop condition in general indicates a great harvest year.—Wiley Scott, mgr. Farmers Elvtr. Co.

Spion Kop, Mont., May 22.—Late backward spring; two weeks late; practically no flax or spring wheat being sown. Winter wheat promises a full crop; 40% of wheat in farmers' hands; mostly low grade and frosted. Oats 40c per bu. on account of local demand.—Ira I. Walker, agt. Rocky Mountain Elvtr. Co.

## NEBRASKA.

Waco, Neb., May 20.—Plenty of rain; crops look good.—J. H. Gilbert.

Wilsonville, Neb., May 20.—Crops doing fine; never looked better; small grain simply out of sight.—S. A. Austin.

Eldora, Neb., May 22.—Wheat in fine condition; grain moving slowly at present.—Theo. Holzapple, agt. Trans Mississippi Grain Co.

Lushton, Neb., May 21.—Crops are fine; look for bumper yield; plenty of moisture.—Van Wickle Grain & Lbr. Co., C. C. Walters, mgr.

Bee, Neb., May 21.—Farmers behind with corn planting; wheat looks fine; 3,000 bus. of wheat in farmers' hands; 25% of corn.—Bee Elvtr. Co.

Staplehurst, Neb., May 22.—Wheat looking fine; corn planting late account of wet weather; lots to plant yet.—J. J. Brown, mgr. Staplehurst Grain Co.

Octavia, Neb., May 19.—Wheat prospects fine; acreage normal. Oats good stand; looking good; 50% corn planted; some coming up. Ground in best of condition.—L. M. Cook.

Axtell, Neb., May 20.—Wheat condition 95%; a possible 5% plowed up and planted to corn and oats; oats acreage 10%, 8% of grain in farmers' hands.—Axtell Grain & Elvtr. Co.

Beaver City, Neb., May 21.—Cool weather and plenty of rain have made most favorable conditions for wheat we have ever had; corn over half planted; oats looking fine.—C. O. Coffey.

Chalco, Neb., May 17.—Winter wheat looks fine; oats have a good stand; about same acreage as last year; corn planting about done; plenty of moisture. Little old wheat or corn in farmers' hands; 20% of oats.—Robt. W. Jark, mgr. Chalco Elvtr. Co.

Tamora, Neb., May 20.—Wheat and oats making rapid growth; prospects for small grain never better. Corn planting delayed on account of wet weather; not more than half planted; some plowing yet to be done.—J. B. Hamilton, agt. Nebraska-Iowa Grain Co.

Monroe, Neb., May 20.—Prospects for good crop of winter wheat encouraging; oats prospects fine; more seeded this year than last. Little rye seeded; corn planting retarded by excessive rains. Farmers feeling jubilant over prospect for good crop. No grain moving; not much left in farmers' hands.—John Gibbons, agt. T. B. Hord Grain Co.

Murdock, Neb., May 20.—Old wheat all out; not much corn to handle. Corn planting progressing slowly on account of rains; must have dry weather or wheat will be damaged; in some of the heaviest fields straw rotting and going down; has rained for 12 hours and farmers will not be able to get into fields for several days.—W. T. Weddell, agt. Wright Lest Grain Co.

## NORTH DAKOTA.

La Moure, N. D., May 14.—Prospect for good crop fine; wheat seeding about finished; been getting lots of rain.—A. H. Johnson of La Moure Grain Co.

Reeder, N. D., May 14.—Seeding all finished; big acreage of all grains; good rainfall; crops coming up good.—W. H. Galloup, agt. Western Lbr. & Grain Co.

Northwood, N. D., May 20.—Crops looking fine; everything favorable for large crop. We will handle 200,000 bus. this season and with present prospects expect to handle 250,000 next season.—Thos. Pendergast, mgr. Farmers Elvtr. Co.

St. Thomas, N. D., May 19.—Wheat, oats and flax all seeded, also considerable barley; spring has been favorable for farmers work, but crop growth is backward; wheat acreage 80%; oats 110%; flaxseed 90%; and barley 120%.—James Whelan.

Addison, N. D., May 20.—Farmers have finished seeding wheat, barley and oats; are getting land in condition to plant corn; only 10% planted at present; acreage will be large. Weather cool and cloudy with cold showers; farmers seem to be happy and contented.—M. H. Wellman, mgr. Farmers Elvtr. Co.

La Moure, N. D., May 24.—Farmers have put in coldest May for years; fine for horses as more spring plowing has been done than for the past 15 years. Crop about  $\frac{3}{4}$  seeded; farmers plowing for barley, flax and corn; 20% less wheat and 15% more durum. Oats and barley an average acreage; winter rye looks fine to late.—J. A. Frank, mgr. Farmers Elvtr. Co.

## OHIO.

Nevada, O., May 12.—Crops in fine condition; had heavy frost for the last two nights.—Ed. McLaughlin, agt. The Sneath-Cunningham Co.

Ashville, O., May 22.—Wheat crop 90%; looking well; none plowed up; 25% of corn in farmers' hands; practically no wheat.—W. P. Sallady, mgr. C. E. Groce.

Plymouth, O., May 19.—Growing wheat looking fine; full acreage. Oats fair prospect; acreage 80%. Corn being planted; soil condition good.—C. R. Einsel.

Pioneer, O., May 19.—Oats looking fine; corn mostly planted; ground full of moisture; indications of good stand.—N. C. Goodell, mgr. Pioneer Elvtr. Co.

Arcadia, O., May 21.—Wheat looking fine; 90% of a crop; none plowed up; rye in bad condition; will be less than half a crop. Farmers holding 1/10 of oats and corn.—The J. L. Rouze Co.

Crestline, O., May 17.—Wheat looking good; acreage same as usual. Oats need rain; average acreage. Most of the corn has been planted; about 10% of the oats in the farmers' hands. Prospects for hay not encouraging account of dry weather.—W. H. Weaver, mgr. The Weaver Bros. Co.

Springfield, O., May 20.—Wheat prospects good; average acreage. Good stand of corn; good condition. Oats acreage small; fair condition caused by early planting and wet ground; about 35% of the oats and the same amount of corn still in farmers' hands.—W. E. Tuttle of W. E. Tuttle & Co.

Lima, O., May 20.—At a meeting of the Tri-State Grain Producers & Dealers Ass'n at this city, May 16, the following opinion of the crops was expressed by the dealers present: Oats acreage about 85% of last year's acreage, which was above normal; therefore it is concluded that this year's oats acreage is about the ten year average. Soil worked up hard and some late fields look a little rough; but the showers of the past week are putting them in fine appearance. Corn planting from 10 to 20 days late, but soil is now working up better and good progress is anticipated. About  $\frac{1}{2}$  of the corn is in to date. Wheat acreage light, not reaching more than 50% of the 10 year average in the particular territory of our Ass'n; condition is fine. Rye and barley acreage 10 to 20% below normal; condition only fair; rye decidedly poor in certain counties; as a whole will not reach more than 50% of normal.—Thomas P. Riddle, sec'y.

## OKLAHOMA.

Cushing, Okla., May 18.—Oats acreage increased; crop looks fine.—J. H. Bellis.

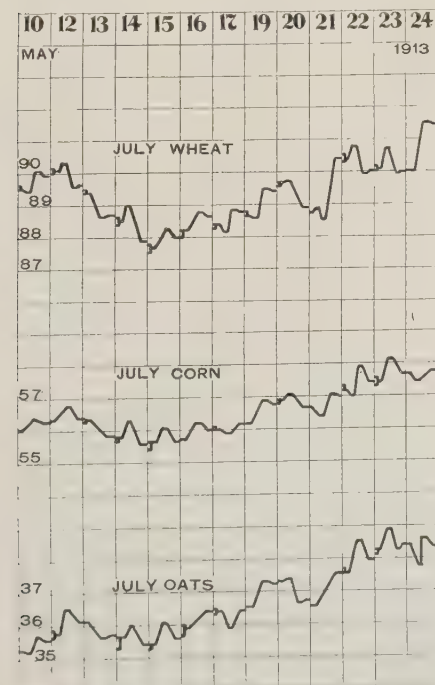
Nash, Okla., May 20.—Half crop of wheat on account of dry weather and chinch bugs.—J. J. Gibson.

Minco, Okla., May 21.—Wheat acreage decreased about 25%; in good condition; no old wheat back.—I. M. Johnson.

Manchester, Okla., May 21.—Everything burnt up at this station; but 15 miles in any direction will find good crops.—W. T. Hodson.

## Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.





Madill, Okla., May 17.—Recent fine rain has assured us of a bumper oat crop.—Hubert Marsh, sec'y-treas. Marsh Mfg. & Grain Co.

Thomas, Okla., May 21.—Never was a better stand of corn; fine in color; plenty of moisture. Wheat a light crop.—D. W. Brennan.

Pocasset, Okla., May 24.—Wheat will average about 15 bus. per acre; will begin to move about June 20.—Davidson & Franklin.

Lawton, Okla., May 23.—Wheat condition 75%; oats same. Acreage of both crops same as last year.—Lawton Mill & Elevator.

Wagoner, Okla., May 19.—Wheat and oats acreage increased; prospects for a full crop never looked better.—F. B. Gilbert Grain Co.

Enid, Okla., May 21.—Wheat and oats acreage 20% above the average; condition good; little kafir or maize being planted.—C. W. Golttry.

Lambert, Okla., May 20.—Wheat suffering from drouth; crop cut in half; about 12,000 bus. of the old wheat yet to be sold.—C. L. Gardner.

Fletcher, Okla., May 20.—Prospects are fine for a good crop; an increased corn and kafir corn acreage. Little old grain back.—A. E. Foster.

Pauls Valley, Okla., May 21.—Corn in fine shape; wheat looking good with a little increase in acreage; about 75% of an oat crop.—W. H. Williams.

Lambert, Okla., May 20.—Corn looking good; dry weather has injured wheat somewhat; oat crop almost a failure. No old grain back.—C. E. Mott.

Clinton, Okla., May 20.—The wheat acreage is normal and condition good. South of us the crop will be cut short by the dry weather.—R. E. Nelson.

Frederick, Okla., May 20.—We expect about a half crop on account of dry weather. Some grain lifted, and feed grain and cotton sown.—A. D. Winsor.

Lahoma, Okla., May 20.—Crop prospects fair; average crop wheat; corn looking good; oats extraordinarily good. Little old grain back.—M. Goodnature.

North Enid, Okla., May 19.—Wheat acreage 100%; condition 65%. Oats acreage 100%; condition good for 75%; corn acreage 80%; condition good.—J. W. Black.

Frederick, Okla., May 22.—Crop turning out better than expected; no old kafir; wheat acreage increased 25%; oats decreased 30%; corn normal.—A. R. B.

Richland, Okla., May 20.—Wheat looking good; good stand of corn; in perfect condition; oats a little thin, but of fair head. Little old grain back.—J. M. Walker.

Fairland, Okla., May 20.—Prospects first-class; had a fine growing spring. Wheat acreage increased; normal oat and corn acreage. No old grain back.—Geo. F. Milbourn.

Carmen, Okla., May 21.—Wheat will average from 5 to 10 bus.; growing corn looks well; small acreage. A good rain now would make a reasonably good oat crop.—J. F. Cox.

Waukomis, Okla., May 20.—At least 10% more wheat sown than last year; oats acreage about the same; condition of both crops good.—C. W. Ward, Waukomis Mill & Elevator.

Mustang, Okla., May 20.—Good prospects; wheat in good condition; good stand of corn; clean. Oats thin on ground; beginning to head out well; 10% old grain back.—Frank Dolton.

Piedmont, Okla., May 21.—Acreage of wheat and oats 30% larger than last year; condition fine; have the best prospect in 13 years. Acreage of kafir small; stand good.—G. F. Gossett.

Woodward, Okla., May 21.—Good crop prospect; wheat in good condition; increased in acreage. Good stand of corn, but cut worm taking some. Oats poor and scarcely any sown. Little old grain back.—L. O. Street.

Minco, Okla., May 24.—Wheat will average about 15 bus.; now in good condition; will start harvesting June 15. Good stand of corn; a little backward on account of cold spring. Oat crop will be a little light; may average 35 bus.—J. D. Sanders, prop. Grady County Grain Co.

Muskogee, Okla., May 17.—Prospects for big wheat and oats crop better than ever before; oats acreage 25% larger than last year; crop will yield 40 to 60 bus.; wheat 20 bus.; wheat acreage shows an increase of 50%. Oats are beginning to head and farmers are pleased at prospects for early harvest.—H. Waldo.

Perry, Okla., May 20.—Wheat acreage about normal; condition good; chinch bugs going from wheat to oats. Oats acreage small; condition fair. Will ship in corn as usual.—E. J. Miller.

Garber, Okla., May 20.—Wheat looking good; good increase in acreage and better in yield. Oats and corn had to be re-sown; both in good condition.—L. E. Bruce, prop., Garber Mill & Elevator.

Cherokee, Okla., May 22.—Conditions remain dry; poor prospects for wheat; little precipitation since wheat was planted; must have rain soon or no wheat.—F. A. Hague, mgr. Farmers Federation.

Poteau, Okla., May 19.—No wheat raised for the market; what we have is best in history; corn, cotton and kafir regular crops; never had better prospects.—R. D. Turman, mgr. Turman Bros. & Co.

Union City, Okla., May 21.—Wheat looks fine; 110% condition compared with last year; decreased about 15% in acreage. Good stand of corn; plenty of moisture. Oats in good condition.—C. R. Brown.

Supply, Okla., May 20.—Best prospects in the world for a bumper wheat crop; increased acreage of 20%, and sown in good shape. No old grain back.—C. O. De Vord, Sappington-Larmer Grain Co.

Muskogee, Okla., May 19.—Wheat acreage increased, 20%; oats, 40%; corn, 20%; alfalfa, 25%; condition of all crops fairly good; expect better business than for the last 2 or 3 years.—Muskogee Grain Co.

Tonkawa, Okla., May 21.—Wheat 80% crop; chinch bugs will damage grain more if we do not soon have rain. Good stand of corn. Oats thin on ground; later sown oats in better condition.—J. S. Barclay.

Pocasset, Okla., May 24.—Wheat will make a better crop than last year. Corn looks mighty fine; little late. Oats with plenty of rain will make a good crop. Old stuff about all in.—W. J. Smedley, mgr. Farmers Elevator.

Marshall, Okla., May 20.—Wheat acreage 20% larger than usual; stand thick; condition good. Oats acreage normal; stand and color good; condition above the average. Corn acreage small; stand short; very backward.—C. J. Minett.

El Reno, Okla., May 23.—Crop prospects better than average; wheat crop would have been better with more moisture. Good stand of corn; in good condition. Oats spotted; short and beginning to head; little old grain back.—Smiley & Rasp.

Geary, Okla., May 19.—Wheat acreage 10% less than last year; condition 85%. Oats acreage increased 20%; condition 80%. Corn acreage same as last year; kafir corn increased 20%. Need rain at once to save wheat and oats from serious damage.—Geary Mfg. & Elevator.

Ryan, Okla., May 20.—The acreage of wheat and oats is larger than last year; stand good. Wheat is headed and looks well. Corn acreage normal; good stand; best prospect we have ever had; plenty moisture. We have an increase in acreage of kafir and at least 2,000 acres in peanuts.—D. K. Sterrett.

Manitou, Okla., May 22.—Not much wheat; had hard time getting thru on account of drouth in January, February and part of the time to May 1; quite a little plowed up as it headed in January and could not fill; late planting doing better; plenty of rain; believe yield will be 13 to 15 bus. Some wheat damaged by hail. Corn excellent.—A. Iglehart.

Morrison, Okla., May 19.—Wheat acreage 90%; oats about the same. Millions of chinch bugs in wheat have damaged crop 10%; condition seems to be improving; weather conditions ideal; corn acreage increased 10%; plant small but color good; stand better than average. Wheat yield now looks above the average and oats shud do as well; a few fields winter killed.—Morrison Grain Co.

Ponca City, Okla., May 20.—Wheat acreage larger than usual; stand good, also some fields are light. Many fields will yield as high as 30 bus., with a probable average yield of 20 bus. Oats acreage increased 50%; average condition good, also those planted early are thin. Acreage of kafir corn reduced 80%; corn acreage reduced 10%; perfect stand; farmers are cultivating corn the second time.—J. S. Hutchins.

Frederick, Okla., May 19.—Wheat acreage 50% greater than has ever been known in this section of Southwest Oklahoma; oats acreage 50% short of any previous crop; corn acreage possibly has a little increase, but not a great deal. Crop conditions in general are good; yield of wheat under present conditions shud be a 15-bus. average. Some will make a great deal more than this; but quite a bit of our

wheat was cut short by a high dry wind during April; looked for a while as tho there would be no wheat at all; oats could not be better; the yield shud be 50 to 75 bus. without any more rain.—F. M. Kell, Frederick Grain Co.

#### SOUTH DAKOTA.

Plankinton, S. D., May 22.—Small grain looks fine; plenty of moisture.—Plankinton Farmers Elevator.

Alpena, S. D., May 21.—No wheat here; no oats in farmers hands; 5% of wheat left; no corn, flax or barley for sale.—H.

Highmore, S. D., May 19.—Crops have been a failure for last 3 years, but present outlook is good; getting continual and general rains.—M. E. Miller.

Cavour, S. D., May 10.—Grain has had plenty of moisture; everything looking fine; large acreage of corn will be put in.—W. J. Hunt, with Farmers Elevator.

Arlington, S. D., May 21.—No winter wheat in this locality; several hundred acres planted in small fields last year and all had to be replanted, so none was planted last fall.—A. Royhl & Co.

Hartford, S. D., May 21.—Rain and cold weather; corn planting half completed; small grain doing nicely in spite of cold weather. Farmers will dispose of last year's surplus as soon as corn is planted.—I. S. Henjum.

#### TEXAS.

Waco, Tex., May 20.—Oats prospects good; acreage same as last year, possibly a little larger.—C. H. Crouch.

Pilot Point, Tex., May 20.—Texas will not have over 70% of a wheat crop. Our oats acreage has been increased so much we are sure of a good crop.—L. G. Belew.

Ecton, Tex., May 20.—Wheat acreage 20% short; 10% of balance ruined by hail. Oats acreage increased 20%; doing well. No grain in farmers' hands.—Houston & Pritchitt Co.

McKinney, Tex., May 21.—Crops best in years in Northern Texas; wheat and oats 25% above average; expect to begin to move grain about June 10.—E. P. Browne, Browne Grain Co.

Denton, Tex., May 19.—Wheat acreage same as last year; condition about the same; practically none will be plowed up; harvest will begin in 2 weeks. Oats acreage and condition same as last year.—Alliance Mfg. Co.

Ft. Worth, Tex., May 21.—Acreage of wheat is an average and the condition above an average. Oats acreage increased about 10%; condition about an average; looks now like the state will produce about 10,000,000 bus. of wheat and 25,000,000 bus. of oats. Corn acreage about an average; condition good. The acreage of kafir has been increased, but not so much as the acreage of milo maize.—H. B. Dorsey.

#### WISCONSIN.

Abrams, Wis., May 21.—Little winter wheat raised here; in fact do not know of any planted this year.—Baudhuin Bros.

Ableman, Wis., May 21.—Acreage of all grains about same as last year; winter wheat and rye look good; also spring grains. Small percentage of rye in farmers' hands.—Geissler Bros.

Grantsburg, Wis., May 21.—Wheat and oats up; showing fine stand. Cold spring will cut down corn acreage and increase barley and buckwheat. Little or no grain moving.—Hickerson Roller Mill Co.

A RURAL CREDITS system is proposed in the bill introduced in the House of Representatives May 15 by Congressman Smith of Maryland.

FUTURE TRADING makes hedging possible. There must be a buyer for every seller. The speculator performs a great service by taking the hedge. He should be encouraged, not abused. He is a vital part of the grain trade. Hedging affords protection to farmers, country dealers, millers, cash grain dealers, carriers and exporters. Speculation moves the crops, prevents famines and extreme fluctuations. It increases the farmer's price, decreases the consumer's, and prevents the middle man's profit from being exorbitant. It makes competition possible and prevents a grain trust. The benefits of speculation outweigh the evils many times over.—C. A. King & Co.



## CONDITIONS—ON BACK OF Telegraf Blank Not Binding.

The Supreme Court of Illinois on Apr. 19 affirmed a decision in favor of Edwin Beggs against the Postal Telegraf Cable Co., granting damages for delay in delivery of a message, making the important ruling that the sender of the message is not bound by the conditions which the telegraf company has printed on the back of the message blanks.

Mr. Beggs called at the office of H. I. Baldwin & Co., at Decatur, Ill., and authorized them to wire the Nye & Jenks Co. at Chicago to book 86,000 bus. of wheat for shipment at 94 to 96 cents per bu. Baldwin & Co. handed the message to a messenger of the telegraf company at 9:05 a. m.

The evidence shows that appellant telegraf company had solicited the business of Baldwin & Co., and that the manager of appellant was informed by Baldwin & Co. that their messages to Chicago were for the sale or purchase of grain, and were important, and it was necessary that their messages be delivered on the Board of Trade before 9:30 a. m. The evidence is not disputed that, if the message in question had been received in Chicago by 9:30, appellee would have been able to have effected sales, as the market was at that time at a profit; that the market on the Chicago Board of Trade declined rapidly during the first hour of business; that the market had so fluctuated that by the time appellee's telegram was received a sale could not be made at the figures named, while if the grain had been offered at 9:30 it would have brought more than the price named in the telegram.

Mr. Beggs brot suit in the circuit court of Macon County and got judgment for \$1,125. This was reversed by the appellate court; reinstated in the circuit court and a second judgment given for \$750. The telegraf company appealed again to the Appellate court and the Supreme Court, but lost in each instance.

Appellant telegraf company had three wires from Decatur to Chicago, and three operators in Decatur. Two of these wires were connected with offices in the Chicago Board of Trade building, and the other with its general office. The evidence shows that at 9:15 two of the wires became dead or disconnected, so that messages could not be transmitted over them, and remained in this condition for 10 or 15 minutes.

Messages for Chicago before 9:15 in relation to grain are sent to the general office, but after that hour they go direct to the office in the Board of Trade building. The testimony is that the message in question could have been transmitted in 1½ minutes over any of these wires that were working. From 9:10 to 9:15 there was 5 minutes, which was ample time, according to the evidence, to send this message before the wires went dead, and there was time enough after the wires again came into use to have gotten the message to Chicago, had it been sent immediately. There was a delay of several minutes in sending the message after the wires were in service. It is not shown that the trouble with the wires was due to some cause not under the control of appellant.

Judge Vickers, for the Supreme Court, said: We think the question whether, under all the circumstances, appellant was guilty of negligence, in transmitting this message, was a question of fact for the jury, and that there was no error in overruling appellant's motion for a directed verdict.

**Conditions on Blank not Binding.**—The message in question was written on a page of a book or pad of blanks which Baldwin & Co. had for use in their office. On the back of this message a number of conditions were printed, one of which was that there would be no liability against the company unless a claim for the same was presented within 60 days from the date of the message. No claim having been made, appellant insists that it is absolved from liability by the condition referred to. Appellant concedes that the law in this state is settled that appellee is not bound by the printed conditions on the back of the message, unless he or his agents had knowledge of such conditions and assented thereto. The same rule that is applied to express and railroad companies applies to telegraf companies. Tyler, Ullman & Co. v. Western Union Telegraph Co., 60 Ill. 421, 14 Am. Rep. 38; Providence-Washington Ins. Co. v. Western Union Telegraph Co., 247 Ill. 84, 93 N. E. 134, 30 L. R. A. (N. S.) 1170, 139 Am. St. Rep. 314.

But appellant argues that Baldwin & Co. should be held to have implied or constructive knowledge from the fact that they had used similar blanks for messages for a number of years. We know of no rule which will warrant us in treating a question of fact as one of law, as we would be required to do to sustain appellant's contention on this point.

**Printed Conditions not Read.**—Baldwin testified that he had never read the printed conditions on the back of the telegraf blank, and did not know what it contained. It was a question of fact for the jury to determine whether appellee or his agents had knowledge of the printed conditions and had assented thereto.—101 N. E. Rep. 612.

## DEALERS MEET AT LIMA, O.

The Tri-State Grain Producers and Dealers Ass'n held its grain trade conference at the Lima Club, Lima, O., Friday, May 16, with an attendance of about 100 country millers and elevator men of Northwestern Ohio, Northeastern Indiana and Southeastern Michigan, together with representatives from a number of the large receiving markets.

An address on "Alfalfa" by C. H. Allen proved the leading feature of the conference. Mr. Allen is the field representative of Prof. P. G. Holden. Their slogan is "Alfalfa On Every Farm In Ohio".

The common impression on the part of grain dealers has been that the introduction of alfalfa in Ohio would be detrimental to the interests of country millers and elevator operators. It has been understood that the acreage devoted to alfalfa would reduce the grain acreage but the advocates of the introduction of alfalfa claim that it will mean more grain and better grain for the country millers and elevator operators, and those who heard Mr. Allen's address seem to be converted. Mr. Allen said:

### Alfalfa.

I would like to say before I begin on my alfalfa talk that I have been more or less interested in this Ass'n ever since it was formed. I saw it practically born and I have been with it through its trials and tribulations, and I have seen the troubles that you had through our section, Paulding County, when Mr. Riddle was over there half his time to straighten out crooked things. I have been very much interested in the good work which this Ass'n is doing, not only for the grain dealer, but also for the farmer. You have realized that the soil is the source from which your living comes.

You have taken up this Boys' Corn Growing Contest work. What is the main idea under all of it? It is not sending the boy to Washington. You are taking right to the farm the knowledge that is necessary to increase the crops that come from our soil. You can't expect the old men to take up with these new methods, but you are going to get results thru the boys. If the yield of our farms can be increased only 5 bus. to the acre, what an immense amount it will mean, not only to you people, but to the farmers and the people who live in the cities.

A few years ago, when I was trying to introduce sugar beets in Ohio, I was opposed in all directions because the elevator men took the stand that if sugar beets were introduced they would not get the

grain that they had been getting. I laughed at them, because it would increase the yield of crops grown on that land each year. Now we are trying to put alfalfa on every farm in the State of Ohio to increase the yield. We are doing that for two reasons.

The boys of Ohio exceeded the men, with the exception of Joe Wing, as he raised 125 bus. of corn per acre. When I saw the results from that farm, I said that the same thing could be done on every farm in Ohio. Joe Wing did it by alfalfa. I don't know of anything that will increase crops like alfalfa will. I just got a report from Kansas that this year Kansas will raise more grain than they did last year, and they have millions of acres in alfalfa.

I think the elevator operators of Ohio should use every possible means to induce the farmers to raise alfalfa, because it is going to be to their interests and to their pockets' to do so. There are three things in the land that go to make up a crop, nitrogen, potash and phosphorus. You must have something there that will hold the water so that those three things will be soluble in the water so that the plant will get its necessary food. Therefore you must have a decayed animal or vegetable matter to do it. If you do not have the humus you will not get the crop. Northwestern Ohio needs drainage and humus in the ground to increase the crops.

If you want to make any money with your elevators, you must assist to get the farmers to introduce these new methods of increasing their yields. It can be done by the use of alfalfa. It can also be done by raising stock on our lands, but that will cut out the grain men, because the bulk of the crops will be fed to stock. So it is to your interest to introduce a system of agriculture that will make the soil more fertile.

We have started the alfalfa movement in Ohio. We go no place unless invited. We ask nothing for our services. All that we ask is that we are fed and lodged while we are in the county. In addition we make this proposition wherever we stop, that wherever twenty men can be secured who will agree to put in from one to ten acres of alfalfa, we will send a man free of charge to assist in the work, the only requirement being that he be fed and lodged while there. We do not stop merely in the State of Ohio. The State of Michigan has taken the matter up with a great deal of interest. Twenty-two counties are anxious for us to make a tour of their counties. But I am especially interested in Ohio, and am anxious to see your yields increased. We are a little behind the other States, and I do not believe there is anything we can do that will mean as much to our future agriculture as this.

## OBSERVATIONS.

BY TRAVELER.

The Bear: "All crops look fine and weather conditions are ideal."

The Bull: "Everything looks bad and there is no possibility of a good crop."

One man I met in the country said: "It is too wet for wheat and too dry for oats."

\* \* \*

Grain storing as a practice has been all but stopped in the southwestern part of the Illinois grain belt. The few elevator men who store plead that it is hard to quit a practice that they had handed over to them by the former operators of the elevator. Others store grain for the farmer because their competitors do so.

All grain men who recognize and realize the dangers of storing the farmer's grain should remember that their present practice will guide the future course of the business. Failure or success depends absolutely on their decision to store or not to store.

I have taken the Grain Dealers Journal fifteen years. When all is said and done it is the best in the bunch.—T. H. Westmoreland, Letcher, S. Dak.

WE HAVE practically stopped storing grain for our customers. It is an expensive custom and makes them dissatisfied.—George Lindsay, mgr. Lovington Grain Co., Lovington, Ill.



## Oklahoma Dealers at Oklahoma City May 20-21

The 16th Annual Meeting of the Oklahoma Grain Dealers Ass'n was called to order May 20, 2:35 p. m., at the Skirvin Hotel, Oklahoma City, by Pres. R. H. Drennan, who said, "As a farmer, a producer of grain I know of no ass'n which has done as much for the producers as the grain dealers and millers. They have fought for improved transportation facilities and lower rates, which has helped every farmer to better prices.

It gives me much pleasure to introduce our old-time friend, who served us in many capacities. He has been called to a higher post. He is now sitting on the lid [laughter]. The Mayor, Whit M. Grant will now address you."

The Mayor: I have been in Oklahoma many years. I was in the grain business when the farmer looked up the grain dealer and begged him to take the grain at his own price. We stored it anywhere. It was so cheap it did not matter much what we did with the grain, and much of it was stored in the open. Today you must provide facilities for storing and caring for the grain or the bankers will get after you. Today you have to hustle to get the grain and then work to sell it.

I wish to assure you that we are glad to have you with us. We are hoping to have the grandest city of the great Southwest here. In hope of improving conditions here we have changed our Government to the Commission form, and I am the first Mayor to confront the new problems. [Applause.]

I wish to assure you that we will try to take care of you. If you get in trouble come to me and I will do all I can for you. I sincerely hope we shall have you with us many times in the future.

J. L. Ford of Shawnee, in responding, thanked the Mayor for his welcome and praised the enterprise and growth of the metropolis, with its skyscrapers and wide streets.

Geo. A. Henshaw, chairman of the Corporation Commission, in dealing with the local aspects of Car Supply and Distribution said: Few railroad companies can afford to have enough cars to move promptly all freight offered during the rush months because many of those cars must remain

in idleness most of the year. Last year Oklahoma shippers suffered more than ever before from the inability of the railroads to supply cars. Many were delayed by hucksters, who found demurrage the cheapest storage obtainable. We found 50 cars detained at one cotton compress because the cars could not be switched to unloading platform. A threat of \$5 per day demurrage brot about the release of those cars.

Our Commission is watching the working of the California demurrage law which provides for a charge of \$6 per day with much interest. California shippers pay less demurrage each year than do Oklahoma shippers. Merchants do not delay cars in California and cars are used for transportation only.

We have been working with the railroads in an effort to induce them to increase their facilities and some are doing it. Our state is now assured of a good crop and we will soon have a large crop to move. We have taken up the matter with railroads.

Few grain dealers delay cars because they have facilities for quick loading, but merchants in other lines are gross offenders. Our troubles over rates have about cum to an end. We may have a few rates to adjust.

I have compiled some figures in regard to the freight car equipment of Oklahoma railroads which will interest you. The A., T. & S. F. owns 49,476 cars; C., R. I. & P., 39,759; the M., K. & T., 22,642; the St. L. & S. F., 30,979; the K. C. S., 5,479; the W. F. & N. W., 569; M. V., 2,523; the M. O. & G., 1,051; the G. C. & S. F., 1,775; the St. L., I. M. & S., 20,672.

The number of freight cars owned per mile of road: A., T. & S. F., 6.03; C., R. I. & P., 5.25; the M., K. & T., 12.97; St. L. & S. F., 6.53; K. C. S., 6.62; W. F. & N. W., 2.05; M. V., 6.75; M. O. & G., 4.25; G. C. & S. F., 1.11; St. L., I. M. & S., 6.23.

The amount paid for hire of freight cars during the fiscal year ending June 30, 1912, by the Oklahoma railroads was: A., T. & S. F., \$57,197.43; the C., R. I. & P., \$944,974.28; the St. L. & S. F., \$328,978.03; the K. C. S., \$229,811.97; the W. F. & N. W., \$28,152.88; the M. V., \$88,482.08;

the M. O. & G., \$9,995.51; the G. C. & S. F., \$425,685.79 and the St. L., I. M. & S., \$530,045.71.

Geo. F. Milbourn, Fairland: Has the commission made any effort to learn how many cars each road has which are fit for transporting grain?

Mr. Henshaw: No, we have not. The Rock Island has assured us it has a large force at work putting its box cars in prime condition.

Mr. Milbourn: Has the Commission made a canvass of how many cars are tied up by track loaders who hold grain in cars until they can find a market for it?

Mr. Henshaw: No. But I believe we could stop that with a \$5 per day demurrage charge.

J. S. Hutchins, Ponca City: The people of our state have benefited more from the good work of our railroad Commission than any other body. I feel we should show our appreciation of its good work by helping to induce the Legislature to appropriate the funds needed to continue the work of its important departments. I would suggest that each member take up this matter with their representatives in the Legislature and beseech them to give the Commission the funds it asks. I move that our ass'n petition the Senate and the House of the state Legislature to leave to the Corporation Commission the expenditure of its funds as it sees fit. Carried.

W. G. Ashdon, Asst. State Labor Commissioner, in speaking of the Employer's Liability Law, insisted that every person of the state was directly interested in the matter. The matter of taxes alone means much to the property owners thru the elimination of the numerous personal injury suits. The employer under this law will know how much the accidents will cost him and provide for the liability.

"We are striving to keep the persons injured and their dependents from becoming a charge upon the state. By reducing the dangers to employees we hope to reduce the number of accidents.

Following the plan of Ohio, Massachusetts and others, we have the state insurance feature, by which the employer contributes to a fund so that in case of his inability to compensate an injured employee, he is paid from the fund.

The laws should be compulsory, but unfortunately many of them are elective. At the present time the states have sought to confine the working of these liability



Some of the Shippers at Oklahoma City Meeting, May 20-21.



laws to the employes whose employment is of a hazardous character.

All of the laws provide for the payment of injured employes in monthly installments. If paid in a lump sum they soon squander it and they and their families become charges upon society. In arriving at the compensation for employes their earning capacity has been the governing factor, but I doubt if this is fair.

I do hope the next Legislature will contain fewer ambulance chasers. Too many lawyers in the last Legislature worked against the interest of the people and the state by loading the Employers' Liability law with impractical amendments. For years these lawyers have made a living out of personal injury suits."

Knute Knudson (Wm. Murphy) entertained the dealers with a number of ludicrous stories on members, told in Swedish dialect.

T. G. Moore, Ft. Worth, President of the Texas Grain Dealers Ass'n, was called to the front and predicted smaller crops of wheat and oats in Texas and hence Texas must cum to Oklahoma for grain.

"If the inspection at Fort Worth does not suit you appeal to our Appeals Com'ite.

"I am glad to inform you that our Grain and Cotton Exchange has a rule requiring the members to accept and apply on contracts grain of the next lower grade at the market difference, in trades where the contrary is not specifically provided for. We are trying to progress and provide a safer and more attractive market for shippers. Your suggestions will always receive courteous consideration."

H. N. Cottrell, Agri. Com'isnr of the Rock Island Lines, in addressing the meeting on "Profits from Pure Seed Wheat," said:

## WHEAT SUGGESTIONS FOR Oklahoma.

In the five months ending Mar. 31, 1913, 2,500 people left Oklahoma on one of its six trunk lines of railroad for Montana and Canada. Assuming that this is the average for each of the six chief railroads of the state, and the road carrying this number does not have as much mileage in the state as some of the other roads, there were 15,000 people left Oklahoma last winter to go to the Northwest.

They went to raise wheat and left this state because they thought they could make more money raising wheat in the Northwest than they have been making raising wheat in Oklahoma. Yet if the right methods are followed, more money can be made here per acre, per farm and per man raising wheat than can be made in the Northwest. It should be the business of the grain dealers and the millers

state ass'ns and of each member, personally, to induce Oklahoma farmers to adopt such profitable methods of growing wheat that this movement out of the state will stop.

Every grain dealer and miller in the state should induce each wheat grower in his territory to have the disks on his disc harrow well sharpened before harvest. The disc harrow should follow directly behind the binder, putting a good mulch on the soil before the grain is shocked. Wheat land left untouched after harvest will lose, by evaporation, moisture equal to an inch of rainfall a week. Disking stops this loss.

All wheat should be stacked. The average loss in Oklahoma by leaving wheat in the shock is from 3 to 8 cents a bushel. The total loss to the farmers of the state is over one million dollars a year by exposure of wheat in the shock. Wheat left in the shock until threshed loses in weight per bushel, in yield of flour per bushel, in loaves of bread from each barrel of flour and in size of loaf from each pound of flour. Leaving wheat in the shock brings a heavy loss to the grower, the grain dealer, the miller, the baker, and the consumer. It has caused more loss in Oklahoma the past five years than chinch bugs, green bugs and Hessian fly.

The stubble should be plowed or listed not later than July 15. At the Kansas Agricultural College, under conditions similar to those in the wheat belt of Oklahoma, land disked but not plowed yielded 4 1/4 bushels of wheat an acre while land plowed deep yielded 38 1/3 bushels an acre. The land that was disked but not plowed returned \$1.47 an acre above cost of preparing the soil; the land that was plowed deep July 15 returned \$25.74 an acre above cost of preparing the soil. Where the wheat grower has so much land that he cannot plow it early, he should list it deeply early in July and work it down level later. Land listed deeply returned \$25.35 an acre above the cost of preparing the soil.

Early plowing secures the profits. Land plowed deep July 15 yielded 38 1/3 bushels an acre, land plowed deep August 15 yielded 27 3/4 bushels an acre and land plowed deep September 15 yielded 15 1/2 bushels an acre. THE LOSS WAS OVER 10 BUSHEL AN ACRE FOR EACH 30 DAYS DELAY IN PLOWING.

Oklahoma wheat in 1910 was plump and large and much of it weighed 62 pounds to the bushel as it came from the thresher. It was ready to ship the later part of June. The year before the wheat in the Northwest was badly damaged by frost so that Northern and Eastern mills did not have enough wheat to fill their flour orders. They expected to get the crop from Oklahoma as it was the earliest on the market.

Buyers from the mills at Minneapolis, Chicago, Buffalo and even as far east as Boston came down to Oklahoma, got samples of this heavy, plump, fine appearing wheat and sent them to their mills for testing. We never heard of them afterwards. There were days when not 10 cars of Oklahoma wheat went north of Kansas City.

I knew something was the matter and I went to Minneapolis to learn what it was. When I arrived, one of the mills had just completed a baking test of this heavy plump Oklahoma wheat. It made 260 one-pound loaves to the barrel of

flour. The Minneapolis mills were guaranteeing 320 one-pound loaves and said that one shipment of flour made from this wheat would kill their trade. The same conditions were found true by other Northern and Eastern mills.

At Kansas City during the time when 1,800 cars of Oklahoma wheat were received, only one car showed a loaf production of 320 one-pound loaves per barrel of flour. That car was pure Turkey red wheat raised at Okeene.

The wheat experts of these large mills who had refused to buy Oklahoma wheat said that pure Turkey red wheat grown in Oklahoma was a good wheat and would produce as much flour, as many loaves of bread and bread of as good quality as would the best wheat from any other state or country in the world.

They said that the trouble with the bulk of the wheat in Oklahoma is that it is a mongrel wheat. Many of the farmers raise hard and soft wheat on the same farms. Several varieties of wheat are grown in the same community. These conditions have been continued for years. The threshing machines mixing all kinds as they go from farm to farm until a mongrel wheat has been produced. Mongrel wheat, the world over, in a favorable year is large, plump and heavy, but the flour from it lacks rising strength and produces too few loaves. The remedy—plant pure hard Turkey red wheat.

The 1912 crop of Oklahoma wheat was of better quality than that raised in 1910 but a large proportion of it was low in loaf producing capacity. Laboratory experts who test the baking qualities of the flour from wheats all over the country say that while much of the Oklahoma wheat has a good percentage of gluten, the gluten lacks elasticity. The result is too few loaves per barrel of flour. A fault which makes bakers generally reject flour from Oklahoma wheat and confines the sale of this flour to family trade.

There is a heavy loss in milling this mongrel wheat. Four bushels and 25 pounds of pure Turkey red hard wheat will make a barrel of flour. The records of many mills in Oklahoma show that it takes five bushels of some of this mongrel wheat to make a barrel of flour—a loss of over two and a half tons of flour from each car load of wheat because the wheat is not pure hard Turkey red. This loss is taken out of the price paid the growers for their wheat.

I have consulted with state and United States flour and wheat experts and from their statements make the following suggestions for securing the seed wheat that is needed in Oklahoma.

1st. Save all the pure hard Turkey red wheat grown in the state that shows the standard baking requirements. Such wheat grown at home and developing these qualities under local conditions is better than any seed that can be secured outside the state.

2nd. Secure a good supply of pure hard Turkey red wheat that is grown in Kansas. Conditions are similar to those in Oklahoma and such seed can be secured cheap enough to supply the bulk of the wheat seedling in Oklahoma.

3rd. Get a few car loads of pure hard Turkey red wheat from the Plains districts of Montana. This wheat is grown under severe dry land conditions, having severe winters. Such seed can not be generally used for the whole state. Some



More of the Oklahoma Dealers at the Oklahoma City Meeting, May 20-21.



community having heavy, hard lands and where the wheat growers are good farmers should secure Montana seed each year and sell the crop from it to growers in other parts of Oklahoma. This will insure the constant introduction of a vigorous, hardy, productive strain. The farmers of Garfield county are among the best in the state and their soil conditions are right for this kind of seed growing. I have thought they could best take up this plan of introducing a vigorous strain.

Oklahoma is on the border between the soft and hard winter wheat districts. The warm summer climate tends to produce a wheat with too much starch and too little gluten and it seems probable that it will always be necessary to renew occasionally the seed, securing wheat grown in a colder, more severe climate.

The growers of soft winter wheat in Oklahoma need to renew their wheat and get a more vigorous strain. Mr. H. B. Dorsey, a flour and wheat expert of Fort Worth, Texas, reports that a few years ago the yield and quality of the soft winter wheat in Northern Texas was exceedingly poor. Mr. F. S. White, then Agricultural Commissioner of the Rock Island and Frisco railways, secured pure soft red Mediterranean wheat from Pennsylvania, raised one crop at Springfield, Missouri and sent the Missouri crop to Texas. This seed produced large yields of wheat of high milling quality and the effect of this vigorous strain lasted six to seven years. The same results would undoubtedly follow if this plan should be adopted with soft wheat in Oklahoma.

J. S. Hutchins: I think our members do not appreciate the necessity of conducting a persistent fight against the chinch bug. Advocate early burning of all brush, stubble and rubbish about the farm. Kill off the bugs. The Sec'y of our Ass'n has worked earnestly to start a campaign against the bugs, but little was accomplished because of a dearth of personal interest by our grain dealers. You must get out and work with the farmers, else the time will cum when the bugs will get the wheat and we will get left.

In the absence of Jno. L. Messmore, Pres. of the Merchant's Exchange, St. Louis. H. G. Craft read his address on "Pending Federal Legislation Affecting the Grain Trade," from which we take the following:

### TRADING IN GRAIN FOR FUTURE DELIVERY.

One of the peculiar features coincident with the grain trade is the recurrent agitation by newly elected members of Congress of anti-option legislation or proposed legislation affecting trading in grain for future delivery. Usually the men who draw up these bills are men who have never been in a Board of Trade, or know nothing of the fundamental principles of trade. They are generally ill advised, either by some one who has been

speculating beyond their means, or by those who want conditions made so easy that brains and experience in business count for naught. In every line of human endeavor a certain amount of training, education and experience is necessary to carry that occupation to a successful issue. One thing that "would-be" reformers seem to be unable to do, is to recognize the difference between speculation and gambling. That there is a difference all thinking men will agree. Speculation is a venture based on calculation; gambling is blind chance. The law makes this distinction, it recognizes speculation; it condemns gambling.

Mr. J. R. Keene has said: "Speculation is responsible for civilization's progress in every country in the world. Without it in our own land, population and wealth would represent but a third of what they back 100 years, and the immeasurable aid do today; science and invention would be our country has given, through its wonderful development, to the teeming and half-fed population of the older countries would still be in the womb of the future. I mean to say, that without speculation, initiative and enterprise would cease, business decay, values decline and the country would go back twenty years in less than one. Take for instance the whole field of insurance—fire, marine and life. They seemingly present to the casual view the greatest of all hazards, yet this most beneficial speculation, which engages the capital of corporations and individuals has been so thoroly demonstrated that except in years of pestilence, earthquakes and wars it is probably as safe an investment as can be found."

The United States Supreme Court, in a decision given May 8, 1905, relating to the buying and selling of grain for future delivery, said: "People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices and providing for periods of want. It is true that the success of the strong induces imitation by the weak, and that incompetent persons bring themselves to ruin by undertaking to speculate in their turn. But legislatures and courts generally have recognized that the natural evolutions of a complex society are to be touched only with a very cautious hand, and that such coarse attempts at a remedy for the waste incident to every social function as a simple prohibition and laws to stop its being are harmful and vain."

Judge Grosscup of the United States Federal Court, giving a decision in a case (88 Fed., 868) relating to the legitimate established boards of trade, said: "They balance like the governor of an engine the otherwise erratic course of prices. They focus intelligence from all lands and the prospects for the whole year by bringing together minds trained to weight such intelligence and to forecast the prospects. They tend to steady the markets more nearly to their right level than if left to chance and unhindered manipulation."

In 1896 the Agrarian element in the Reichstag of Germany succeeded in pass-

ing a law abolishing the Produce section of the Bourse and stopping the trading in grain for future delivery. As soon as this law went into effect the grain trade of Germany was in a state of chaos. In a short time the German farmers found they were not getting as much for their grain as farmers in other countries and that the provincial dealers were charging higher premiums for their increased risks, growing out of the lack of Berlin quotations. The Government at once recognized the disadvantages arising for all business interests and opened negotiations for re-establishing the Bourse. These negotiations were continued for nearly three years before all parties were ready to bury the hatchet which was done in Jan., 1900.

A large part of the buying and selling for future delivery is in the form of "hedging" which is done by dealers millers and exporters to protect themselves on purchases of cash grain in the country or sales of flour and grain for export. This enables them to work on a small margin, whereas without this protection they would have to work on a big margin which would come out of the price to the producer. Speculation broadens the market and makes world conditions the measure of values. Without it, producers and consumers would have to divide the risks of distribution between them. Take trading in future delivery out of the market you would soon see the big elevator concerns in one of the largest trusts in the country.

In the early days of the grain exchanges some abuses crept into the trade, but these abuses have been eliminated and every exchange or board of trade is constantly watching conditions and passing just and equitable trade rules to conform to the times.

In the majority report of the Senate Committee of the Minnesota Legislation in its recent investigation of the methods of the Minneapolis Chamber of Commerce, I quote the following: "Your Committee finds that the Chamber of Commerce is an open, broad, competitive market, of advantage to the producers of grain; that 'hedging' through purchases and sales of grain for future delivery, against flour sold and wheat purchased, as practiced by millers and operators of elevators, serves a useful function in carrying and handling the grain crops; that by eliminating a risk it reduces to the minimum the cost of carrying and milling grain, and thereby the price margin between the producer and consumer, and that any legislation which would prevent such hedging would be detrimental to grain growers and consumers of grain products."

In conclusion I would urge upon you the necessity of posting your Congressmen and Senators as to the needs of the grain trade and insist that they vote against any legislation that may come up which would be detrimental to the business as now conducted.

Pres. Drennan announced a theatre party for the visitors Tuesday evening and the "usual banquet" for Wednesday evening.

Adjourned to 10 a. m., Wednesday morning.



From El Paso to Chicago but Mostly Texas Dealers at Oklahoma City Meeting.



## WEDNESDAY MORNING SESSION.

President Drennan succeeded in getting the dealers into the convention hall at 10:45, and introduced Mr. John Fields of Oklahoma City, who took the place of J. R. Lankard, who unfortunately was detained in the hospital.

Mr. Fields deplored the real estate boom and expressed satisfaction over the fact that the people would now be in a mood to give serious consideration to building up the state.

"To begin with you must use your influence with your local merchants and bankers to help you in inducing the farmers to give more intelligent attention to the problems which confront them. If they do not produce good crops you will not get much grain to ship. It is to your interest to help him to better agriculture. Too many of our farmers have been growing wheat continuously for 15 years or more.

The more serious consideration we give to the bringing about of better conditions the sooner will all of us participate in general prosperity."

Jesse Vandenburg, Blackwell: In discussing "Who is Who in the Grain Trade," said:

### WHO IS WHO IN OKLAHOMA

Even in this progressive age, we must face the world with the inquiry, "Who are you, What do you do, and Where did you come from?" We are not so exacting as our brother in the eastern states, nevertheless we must answer Who, Where from, and What we do.

In any of the banking institutions of this city you will see this sign, "Strangers must be identified."

This caution is not only exercised by the banker, but by our groceryman, our butcher. In the business world universal, we must answer who we are, where we come from and what we do.

This is perfectly right, it belongs to good business. The honest man need not blush, nor be offended when the searchlight of the world is turned upon him, but the firm or individual who is doing business in the dark does not want the facts found out.

This is a day when we are lured by the red flag, when the painted bait is hung out. How viciously do we bite when this hook is baited with a premium of  $\frac{1}{2}$ c on a bushel of grain. Unmindful of the hidden hook, we're caught and in our despair we write our secretary, or appeal to our more sympathetic brothers, thru the columns of our grain journal, asking how to get unfastened.

Regardless of the costly experience of others and the signal lights hung out by our associations and our grain publications, the grain dealer seems to care very little as to who you are, where you come from or what you are going to do.

Probably no business in all the world is handled in as large proportions as the grain business, involving unlimited credit, confidence and trust. No harvest is quite so necessary. The fruitage of the golden grain stands at the head of Mother Earth's contribution to humanity. How important that the marketing of this fruitage of earth be handled judiciously, in justice to the producer, the consumer, the transporter, and last and generally least, in the way of profits, the miller and grain dealer. Mistakes, mismanagement, poor judgment, etc., always cause someone to suffer. This is a law. It is evident in nature; in the business world, in the social world; in everything, everywhere we see the tremendous havoc wrought on account of wrong, either intentional or thru ignorance.

To be successful in the grain business, as well as any other business, we must have first of all that greatest of all assets, "Confidence of the people." This is not acquired by guessing right on the market, not by being a little smoother than the other fellow, but by being on the square, by dealing white. A needful asset is capital, and as we go on down the line we lay stress on facilities for handling and scale equipment. We jar about inspections at the terminal markets, we hold meetings, we send committees to Washington to intercede in behalf of freight rates, we petition our representatives and so often we put on the cap sheaf by turning our shipments, for which we have paid cash, to some irresponsible receiver or dealer, who, void of capital, honesty or principle, simply uses your shipments as a stake. You'll find this same kind of an individual around the barber shops on Saturday night, trying to get his friends to stake him to 50c so he can try his hand again.

We have a few such individuals in Oklahoma in the grain business (and I want to emphasize that word few). Don't misunderstand me. I would not for all the world throw anything in the way of the man of small capital. The mighty oak one day was a tiny twig. "Confidence gained by square dealings is the greatest of all assets."

I have no patience with the individual who in confidence may get my shipments by hanging out that red flag of  $\frac{1}{2}$ c per bushel speculating on the market, knowing full well that in case of a reverse market the loss will fall back on the shipper.

If I can't stand the risk why should I speculate on my friend's capital. There is only one class that will do it, and that is the class that is a menace to the trade. It's against the rules of the company for which I work to speculate either in cash or futures, but I want to tell you that we have charged to profit and loss some substantial accounts on account of the speculation of others.

Where can I deal and be absolutely safe? Where can I put my business and find the weights correct and inspection fair, where weight certificates won't be altered or inspections changed? Where can I get account sales if I leave a margin? Where can I get correct returns if I underestimate my shipments?

We'll turn and look the other way. With whom shall the receiver and miller deal to insure protection against overdrafts, off grades, etc. They too have been the victims of organization knockers, track buyers and confirmed crooks. With outfits springing up here and there, as it were in a single night bidding the trade indiscriminately, it is quite important that we make some effort to find out who they are, and whence they came.

I read with interest in a recent grain journal how a 17-year-old negro boy had swindled a certain grain firm out of 45 bus. of corn by phoning orders amounting from 5 to 15 bus., asking that it be delivered at a certain barn, giving street number, etc., telling them to charge the corn to so and so, who were reliable stock dealers. The boy would dispose of the corn after each delivery was made. When the bill was presented at the end of the month this grain firm found out that they were stung.

We read how certain hay dealers persuade shippers to release B/L without payment of draft on the flimsy excuse that on account of the fact that their customer had cancelled the shipment, and of course it was necessary to have lading to make diversion. One poor victim advertises that he will give anyone \$200 to \$300 if they collect his account. There's a remedy. Know who is who in business.

In our own state within the last few weeks a broker bot wheat from a reliable firm in Oklahoma who was trying to do an honest business and ordered the wheat billed to one of our local markets, without having it sold. The recent dull market caught it and in order to save himself the broker asked the shipper to wire his bank to hold the drafts. The shipper failed to be this accommodating, so the drafts went to protest and the contract was cancelled by the purchaser. The shipper was forced to sell the wheat for whatever he could get and bear the loss, while the broker assumed no obligation.

The practice of forging bogus weight certificates is still fresh in our memory. We go up and down the line from the negro boy who swindled the eastern firm out of 45 bus. of corn to the individual or firm who may hand you a package running into the thousands. We can look back and attribute our loss and grief to the fact that we failed to know "Who is Who."

I realize it is impossible to rid the business world of people who are a menace to legitimate business, but I am confident that if the reputable dealers of our state would exercise even a reasonable amount of caution, the hazards could be greatly reduced.

It is true we too often find a black sheep even in our associations, but we can't judge



Part of the Kansas City Delegation at Oklahoma City Meeting, May 20-21.



the entire flock by one sheep. Our association should use more care and be a little more exacting of its members. Nine times out of ten the man who hands you a package isn't a member of any association. He is too crooked to get in and he doesn't want to get in. His position would make him so uncomfortable he couldn't stay in.

There is one thing I can't understand, and that is why our association members continue to contribute to that class of trade. I am an association man. I feel that such an organization is indispensable for the higher possibilities in the grain and milling business.

**We should increase our membership.** If you have a competitor who isn't a member but should be, secure his application. If he should not be, notify our secretary. Some one has said, "Don't get too near your enemy. He may turn out to be a good fellow." Those who have ventured have found this to be a fact.

"Who is Who in Oklahoma?" It's the man who can smile, whose handshake is a real inspiration, the man who can look you square in the face and say, "I've been on the square with you." A man who is still blessed with human sympathy, and as a rule a member of our association. A safe one to tie to.

B. J. Hennessey, Sec'y of the State Board of Agri. addressed the dealers on "Better Wheat Culture," from which we take the following:

### WHEAT IN OKLAHOMA.

In the settlement of Oklahoma she has been peculiarly fortunate from the standpoint of successful farming in the natural geographical location of her citizenship.

Had the cotton belt of the state been settled by farmers schooled only in the raising of wheat, oats and corn, the same agricultural disaster would have resulted as if the cotton farmer from Mississippi, Louisiana, Alabama and Texas had settled our northern and western counties where the principal crops include the smaller grains.

Although it is true that the methods brought with our people from their various states were applied to the conditions in which these people settled, this does not prove conclusively that there is such a vast difference in climatic conditions or the soil conditions within our own state indigeneous to the other.

But be that as it may be, we cannot perchance judge this matter until many faithful experiments have been tried, yet out of this general idea has evolved a system of imaginary lines that have become a part of agricultural religion which in my judgment, is as empty as many of the mythological dogmas that took possession of their separate following in the days when time was still young.

For instance the territory lying in Oklahoma west of the A. T. & S. F. Railroad and North of the Rock Island is considered and called the wheat and alfalfa belt of the state, while south and east of that formidable boundary is the section known as the corn and cotton country and woe unto the man who has the temerity to invade that sacred precinct with any other kind of crop.

For instance, in 1911 Garfield county raised 1,384,760 bus. of wheat and the same year Creek county, in exactly the same latitude with the same climate, soil and rainfall, had 310 bus. The reason of this was that same imaginary line.

In 1910 Grant county raised 139,687 bus. of wheat and Haskell county raised 25 bus. No reason given. There is none needed because the fatal line separates them.

In 1911 Ellis county raised 54,401 bus. of kafir corn and Sequoyah county raised 3 bus. No reason on earth for this. Had the acreage been reversed the production would have been the same. There will never be diversified farming in Oklahoma until these foolish imaginary lines are erased from the memory of our agricultural citizenship.

**Seed selection.** There is another matter that I believe has received less attention among our people than it should. It is the selection of seed. The same farmer who will nurture ever so tenderly the boar, the bull or the stud horse, that he wishes to propagate his herds; who will go over a hundred bushels of corn to get one bushel of seed; who will spread his kafir out on a large sheet and out of a bushel of grain will pick carefully perhaps a quart of the largest seed; who will quarrel with his neighbor if he finds a few weed seed in his alfalfa, which he purchases of him, this same farmer, when he comes to sow his wheat, will back his wagon up to a granary, shut his eyes and begin to shovel out his seed wheat out of perhaps a thousand bushels.

There are many things to which people pay little attention that should be taken into consideration in the selection of seed wheat, the greatest of which is the conditions under which it passed before reaching the granary. Now the covering of wheat, which is usually spoken of as bran, is very susceptible to climatic changes and it is really the clothing or protection of the seed germ and if defective will militate against a healthy germ in the seed.

Rapid wetting and drying alternately in the shock; freezing and thawing, all have a tendency to destroy or crack the bran covering, allowing the varied atmospheric conditions to reach the germ which often ends fatally for the seed.

Heating or going through the sweat in the bin often has a serious effect on grain for seeding purposes, as also the cutting while still green, or allowing the shocks to stand unprotected through heavy rains.

It is a well known fact that after the period of germination in the seed, the seed food must be strong enough to sustain the life of the little plant until the leaves come out and the roots take hold upon the soil. The necessity then for a strong healthy seed is very obvious, hence the necessity for selecting such seed. The seeds that are shrunk on account of exposure to various changes of weather are naturally lessened in vitality and while the percentage of germination may be as great, the power of the plant in the struggle of existence will be materially lessened and a diminishing in quality of the grain will take place.

The difference between the good and the poor seeds are the broad leaves, stout stalk and the deep green color, against the narrow leaves, slender stalk and a slow weak growth.

**Cleaning and Grading:** I have never seen wheat in large quantities that could not be helped by grading. In the very best there are the large and smaller grains and as the farmer keeps his largest stock to propagate his herd, so should the same farmer keep his larger grains for the perpetuity of his wheat fields.

Then, knowing the value of strong seed, the question arises. How can I get the best of my seed separated? The modern fanning mills will solve this problem and

separate the grain either in point of weight or size. This will also take out the various weed seeds and leave the small grain of just as much value for the markets. The time lost in this work is a very small matter as the ordinary mill will take through about fifty bushels per hour.

**We need have no fear of a general destruction of the crop through the grain disease known as "smut,"** altho the general average of wheat destruction by this disease in Minnesota is something like 12%.

The smut is a parasite or a plant within a plant, the tiny parasitic plant grows on the grain and fastens its little mandibles of roots in the grain and sucks the life out of its juices.

The great danger from rust comes from the rapidity of the germination of this parasite. A few grains being affected in a field will scatter the infestation during a windy day over the entire field.

Rust, unlike smut, cannot be carried from year to year through the medium of the seed, but it fastens itself on everything within reach and is ready for the succeeding crop if climatic conditions are in any way favorable. There are grain plants of the same varieties on which the rust will not take hold and come out strong and healthy in the midst of rusted grains. If these grains are selected carefully from rust infested wheat fields, a variety can be developed in time that will be thoroly immunized and no further fear of rust will be experienced.

**Chinch Bugs:** From our general reports the danger from chinch bugs as far as the wheat and oats is concerned is past.

Everyone knows that the chinch bug comes from an egg, and it is estimated that one female bug will deposit a million eggs. These must be deposited somewhere in the fall for the crop the following spring. They are deposited in the hedge-rows full of trash that should be raked out and burned; they are deposited in the stubble that should be turned under deep. They are deposited by the roadside. A month ago I could have taken you to a roadside almost anywhere and pulled up a handful of old grass close to the ground and counted you out from three hundred to a thousand chinch bugs in that one handful.

I would urge chinch bug day every spring when everything in the way of trash would be burned and a general movement in this direction should become popular. The governor has urged this and I hope you will all go back to your people and talk it. If there is a thousand chinch bugs in one handful of trash, kindly figure what insect destruction would take place if we could get a movement on foot that would cause the burning off of even twenty-five thousand miles of Oklahoma's roadside.

**Preparation of Seedbed:** Early plowing for fall wheat is especially desirable. At the Oklahoma Station portions of a field that had been into oats were plowed July 19, August 15 and September 11. The plats plowed July 19 and August 15 were harrowed at intervals to keep down weeds and maintain a loose surface soil. The yield from the plat plowed first was at the rate of 31.3 bushels per acre; plowed second 23.5 bushels, and plowed last 15.3 bushels. That is, the crop was about doubled by early preparation.

The moisture content of the different plats in this experiment was determined 3 days before seeding. It averaged 16.8 per cent for the plat plowed July 19; 13.9 per cent for the plat plowed August 15;



Part of the Kansas Delegation at the Oklahoma City Meeting, May 20-21.



and but 7.7 per cent—4 per cent less than the amount required to germinate seed wheat readily—in the plat plowed last. The weeds left to grow on the unplowed plats dissipated the soil moisture and left the ground hard and dry. Moreover, the early prepared plats plowed easily and the ground turned up mellow, while the late prepared plats were hard to plow and the ground turned up hard and lumpy, and was very difficult to bring into condition for seeding. Like experiments at the Minnesota and Michigan Stations, on oat lands, gave very similar results.

**Crop Conditions:** The present available figures show that the condition of wheat stands at 91 per cent as against 65 per cent on a corresponding date in 1911, and 74 per cent on this date, 1909. The ten year average for Oklahoma wheat at this time is 83%. As far as the records of the board are available this is the highest per cent ever attained at this station of the growth of Oklahoma wheat.

The present report shows the growing condition of alfalfa to be 91 per cent as against 79.4 in 1909 and 85 per cent on a corresponding date in 1911.

The acreage of oats as compared with last year shows at 108 per cent, and both of these are greater than the acreage in the preceding year. The growing condition of oats shows 86 per cent as against 71 per cent on a corresponding date in 1908, which was a record crop year.

O. W. Cox, Woodward: Have you any complaints of grass hoppers. Our farmers say their hoppers are so numerous they are sure to make us trouble.

U. F. Clemons: I move a vote of thanks be tendered Mr. Hennessey and Mr. Cottrell for their able addresses here. Carried.

Mr. Clemons: I move the appointment of a com'te of three on Nominations. Carried.

Mr. Milbourn: I do wish the able paper of Mr. Hennessey could be placed in the hands of every farmer of the state. It would do much good.

Mr. Hennessey said he would see to its printing.

Mr. Cottrell, being asked his idea of the kaffir crop, said the Oklahoma acreage was between 2,250,000 and 2,500,000 and that he had just cum from Washington and had told the Government that it must look to Europe for a market for 75,000,000 bus. of kaffir.

O. W. Cox, Woodward: Our kaffir acreage is being increased a little every year. Our farmers are exercising greater care in the selection of seed and the preparation of the soil. Everyone is taking an interest in the crop, but I doubt if we will have more than an increase of 10% in the acreage. The circulation of extravagant estimates of acreage on crops hurts the state and our business.

Pres. Drennan: I think you are right, but I believe we are all in a measure guilty. I remember with some sadness a visit I had from a representative of a Chicago seed house, who had just cum from Woodward and learned that you dealers would ship at least 600 cars of kaffir and nearby stations in proportion. Those who sold for future shipment in hope of buying it cheap on that crop met with real grief.

H. G. Craft, of St. Louis, addressed the dealers on foreign flour markets and the tariff. He asked the dealers to help the farmers and millers by wiring Oklahoma senators to leave the duty of 10 cents on wheat and to place a proportional duty on flour.

Sec'y Prouty presented an invitation from the Wichita dealers asking all the Oklahoma dealers to be their guests June 11 and 12.

Accepted with delight.

H. B. Dorsey, Ft. Worth, in the absence of Sec'y Gibbs, invited the Oklahoma dealers to attend the annual meeting of the Texas Ass'n in Ft. Worth, May 27-28. "We may not dock you so much if you

will cum. [laughter.] As Pres. Moore told you yesterday, we are going to need a lot of grain from Oklahoma."

Pres. Drennan: What do you think as to the advisability of wiring our Senators?

After several favored quick action the President appointed H. G. Craft, C. F. Prouty and J. S. Hutchins a com'te to draft and send a telegram to the U. S. Senators.

The President appointed as a Com'te on Nominations, J. S. Hutchins, Ponca City; Wm. Randels, Enid, and M. C. McCafferty, Calumet.

Adjourned to 2 p. m.

## WEDNESDAY AFTERNOON SESSION.

The afternoon session was called to order by Pres. Drennan at 2:45, with a small attendance, but a goodly number soon came in.

Sec'y C. F. Prouty read his annual report as follows:

### Secretary's Annual Report.

Cheered by the beneficent smile of the Fair God of our beautiful land, we have met for the sixteenth time in our history for mutual pleasure and benefit. With Mother Nature in her kindest mood we can well rejoice and be glad; looking forward with hope and encouragement.

In enumerating the different problems which have confronted us during the past year, I call your attention to the efforts put forth from this office as follows:

Northwestern Oklahoma, as most of you know, has been troubled during the past few years with smutty wheat. In an attempt to improve the wheat, we brot the matter before a district meeting at Woodward. The subject was fully discussed, resulting in circulars being printed and distributed to the farmers throughout the infected district, urging the use of prescribed methods to eliminate smut from seed wheat. The result of these efforts can only be determined when the growing crop is harvested.

Last Fall we launched a determined campaign against our ever present and most active enemy, the chinch bug. Urging the burning of all fields adjacent to growing wheat, we carried on our warfare from the office, and during the trip of the Better Seed train over the Rock Island lines in the State distributed thousands of bills to the farmers. A conference and a call upon Governor Cruce resulted in his issuing a proclamation setting aside a week when such efforts to eliminate this pest should be state wide. We were able to reach a great many of the grain producers of the State on this trip and feel deeply grateful to Mr. Cottrell and the Rock Island road, whose guest we were during those ten days.

The campaign for better seed is such a vital one we cannot commend it too highly. Mr. Cottrell's contention that the dealers would be greatly benefited should they furnish the farmers with a better seed wheat for planting this Fall, meets with our hearty approval. We would urge that some action be taken on this matter. Surely it would be bread cast upon the waters, and would return to us many fold.

**Car Shortage:** We can only add our voice to the cry which comes from all sections of the country regarding the shortage of cars during the past season. It certainly is aggravating when one has an elevator full of grain waiting to be shipped on contract, to see cars standing sidetracked filled with lumber and other perishable commodities, and to be unable to procure any cars. Such has been the condition in many localities, and as yet we have been unable to provide a remedy. It seems scarcely right that equal service should be given to the man owning an elevator on the right of way with facilities for rapid loading, and the one who must load cars only as he can purchase grain in comparatively small amounts, thus consuming many days in loading. We contend that grain on the right of way should have the preference, claiming that if the common carrier has a right to charge for the use of its right of way, it should be required to furnish proper equipment to carry on such business. We would be glad to see tested the laws of Oklahoma explicitly stating that such equipment shall be furnished or a penalty of one dollar a day and damages assessed for fail-

ure to comply therewith. A law which cannot be enforced is worse than no law at all, and we hope to see this tested in the near future. The Corporation Commission in its rules specify that railroads shall furnish cars as demanded in writing, or in case of a shortage, equal distribution of cars obtainable shall be made to all requiring them. Our contention is, that the elevator man, paying for the use of the right of way, should be given a preference over irregular dealers. Whatever may be the solution of this problem the need of some immediate remedy is urgent.

**Interest on Advances:** Complaint is made against the different terminal exchanges charging interest on all grain other than consignments. While we admit that there may be justice in charging interest on consignments, we hold that it is a poor rule which will not work both ways, and the shipper should be given the same right of interest when the conditions are reversed. We would like to have this subject brought up for discussion.

**Insurance:** For the last two years we have been interested in a bill whereby foreign Mutual Insurance Companies would be permitted to operate within the state. Such a bill was formulated at a joint meeting of Millers and Grain Dealers, at which was present Mr. Glen Walker, chairman of the committee of all mutual insurance companies, and our State Insurance Commissioner. This bill introduced during the regular session of the Legislature, was so changed when it emerged from the hands of the Legislative Committee, that it had become simply an amendment to the original bill and purely a mill and grain measure, not pertaining in any way to other lines of business. We were unable, though unceasing in our efforts, to get this measure before the legislative body, and with the closing of the regular session it died. Just where the opposition to the bill existed we are unable to say, but there was undoubtedly some undercurrent working against its passage all through the session.

**Weigher's Bill:** In happy contrast to this, however, was signal success achieved in the defeat of the County Weigher's Bill, a measure intended to place almost all farm products in the control of uninter-



C. F. Prouty, Oklahoma City, Okla. Re-elected Sec'y-Treas.



ested parties. This was purely a political question and by concerted action with the leaders of the farmer's contingency of our legislature, we were enabled to see this measure go down to ignominious defeat.

In this day and age there is little excuse for ignorance, and it is a poor excuse for a man to say, "I did not know." Many of the trials and difficulties which harass our business life could be avoided were we willing to ascertain the standing morally and financially, of the firms with whom we deal. Get acquainted with the dealers in our state and help reward the honest, reliable man by giving him some of your patronage, thus benefiting yourself as well by avoiding delay, litigation and dissatisfaction.

**Trade Rules:** We are making no recommendations of change in our present Trade Rules, preferring to leave this entirely with the Trade Rules Committee, which consists of our Arbitration Committee, and who are prepared to report to the convention. At our annual meeting a year ago, the Arbitration Committee was vested with new power and it was decided that on account of the nature of its work its members were in a better position to suggest changes in the rules which govern our business, than any one else. I hope you will give its report your careful consideration.

**District Meetings:** We have held more district meetings this year than ever before in the life of our Ass'n, and have touched all the wheat growing sections of our State. These meetings have been well attended and were the means of adding thirty-one members to our list. Through these gatherings we are enabled to handle many local propositions which may or may not pertain to the Ass'n as a whole. They are so to speak, the bone and sinew of the Ass'n, doing much toward holding the members together in friendly intercourse, which aids in eliminating local as well as general differences. We hope that a continuation of these district meetings during the present year will result in an equal measure of success.

**Arbitration:** We have not touched on the subject of arbitration, which is the main stay of such Association as ours. A more thorough understanding of the efficacy and fairness of this means of settling differences has come to all, and while we have had comparatively few cases to act upon this year, it is only on account of fewer differences and of the success of your Secretary in settling amicably such controversies from his office.

**Our Membership** has increased during the last year very materially, but there are yet dealers in various localities whose names should be on our lists. Speak a good word for the Ass'n, showing them wherein they will be benefited by joining its ranks, and thus help them as well as us. If you are not a member we cordially invite you to become one of us, feeling sure you will profit thereby. Our mission in life is to lend a helping hand and the aim of the Ass'n to give protection where it is needed, smoothing as we can the more or less rough path of business activity.

#### TREASURER'S REPORT

From May 1st, 1912, to May 1st, 1913.  
Total receipts from all sources...\$3,519.49

#### EXPENDITURES.

|                                    |                   |
|------------------------------------|-------------------|
| Traveling expenses .....           | \$ 556.98         |
| Phones and telegrams .....         | 94.51             |
| Stamps and express .....           | 118.44            |
| Printing and stationery .....      | 63.05             |
| J. H. Shaw, appeal committee ..... | 16.00             |
| Printing 1912 directories .....    | 60.00             |
| Typewriter .....                   | 65.00             |
| Expense last annual meeting .....  | 204.95            |
| Office rent .....                  | 150.00            |
| Clerk hire .....                   | 242.00            |
| Secretary's salary .....           | 1,800.00          |
| <b>Total expenses .....</b>        | <b>\$3,370.93</b> |
| Cash on hand .....                 | \$148.56          |
| Quarterly dues (past due) .....    | 165.00            |

The reports were adopted as read.

G. A. Henshaw of the Corporation Commission, announced a telegram from E. P. Ripley of the Santa Fe to the effect, "Have received 4,500 covered cars in last eight months and 2,000 more are coming. All power and equipment in good order. If you can get shippers to load cars to capacity it will be great help."

Pres. H. U. Mudge of the Rock Island, wires: "Have received 2,500 new box cars since July 1st. Have 1,500 yet to be delivered. Giving possible grain movement careful attention as it develops. Will use every available means to handle satisfactory."

The Committee appointed to draft a resolution on the wheat duties presented the following and recommended that it be sent to both Oklahoma senators. Such action was ordered.

#### APPEAL TO SENATORS.

Hon. T. P. Gore,  
United States Senator,  
Washington, D. C.

Dear Mr. Senator:

The Underwood tariff bill proposes a duty of 10c per bushel on Foreign wheat, but admits the products of wheat free. This bill, if passed, in its present shape will work a great hardship on the farmers of Oklahoma, as well as the farmers of all the other wheat raising states, as flour admitted free virtually places wheat on free basis and you cannot injure the farmers without at same time injuring all other industries dependent on them, especially the Grain Dealers and Millers.

Our only source of wealth is what is taken out of Mother Earth; strike at that and you strike at the foundations of this empire. Therefore, the Millers and Grain Dealers of Oklahoma assembled in annual meeting this day protests against the passage of said bill in its present form and requests that you use every means in your power to have same amended to read as follows, viz.: Allow the proposed duty of 10c per bushel on wheat to remain and place an equivalent duty on all its products; which you will agree is only fair, right and honest, for which principles we know you stand.

R. H. DRENNAN, Pres.  
C. F. PROUTY, Secy.

U. F. Clemons, chairman of the Arbitration Com'te, presented the following report:

#### REPORT OF ARBITRATION COMITE. Mr. President & Gentlemen:

The members of our Ass'n are becoming much better posted on usages and trade Rules so that the work of the Arbitration Board is not nearly as great as it formerly was.

There has been only fifteen cases arising between our members this past year where it was impossible for those interested in them to arrive at a settlement without the assistance of dis-interested parties.

Eight of those cases involving amounts from \$100 to \$1,500 were settled by our Secretary which I consider very complimentary to him and an expression of the confidence and esteem in which the members of this Association holds his judgment.

There have been only five cases submitted to the Arbitration Board for adjustment and there are two cases still pending, that we would have handled had all the parties interested appeared.

The financial condition of this department is as follows:

|   |         |
|---|---------|
| There was on hand at the beginning of the year..... | \$ 5.00 |
| Received from Arbitrations.....                     | 50.00   |
|   | \$55.00 |
| Total expenses of the Arbitrations..                | 44.60   |

Balance on hand.....\$10.40

J. S. Hutchins of the Nominating Com'te, presented the following nominations and they were elected:

Pres. R. H. Drennan, Oklahoma City; Vice-Pres., Jesse Vandenberg, Blackwell; Secy.-Treas., C. F. Prouty, Oklahoma City.

Directors: J. C. McChristy, Enid; G. A. Harbaugh, Alva; D. C. Kolp, Jr., Oklahoma City; Myron Humphries, Chickasha; C. F. Babcock, Stillwater.

Arbitration Com'te: U. F. Clemons, Marshall; D. J. Donahoe, Poca City; J. J. Stinnett, Oklahoma City.

Member Tri-State Appeal Board, J. H. Shaw, Enid.

U. F. Clemons of the Arbitration Com'te, recommended that Rule 5 be amended to read as follows:

Rule 5. Time for Shipment.—Specific number of days for time of shipment or arrivals on all contracts should always be mentioned. Shipments within any number of days shall mean calendar days. Where no time is specified it shall be understood to mean ten days' shipment.

J. H. Shaw of the Tri-State Appeals Board, spoke in favor of the change and it was adopted.

Upon motion of U. F. Clemons, seconded by J. H. Shaw, Rule 7 was amended to read as follows:

**Rule 7. Incomplete Contracts.**—When the seller finds that he will not be able to complete a contract within the agreed limit it shall be his duty to so advise the purchaser by telephone or telegraph, whereupon it shall be the duty of the purchaser at once to elect, either to buy in, cancel the deficit or to extend the contract to cover said deficit. Should the seller fail to notify the purchaser of his (the seller's) inability to complete a contract for shipment, as in this rule above provided, the said contract shall remain in force, unless, and until, completed, extended, bought in or cancelled. Upon failure to receive notice of shipment, within three days, after the expiration of the shipping limit, as specified in the contract, the purchaser shall elect, either to extend, buy in, or to cancel the contract, and shall notify the seller by wire that unless he (the purchaser) be in receipt of notice by wire within twenty-four hours, advising that shipment will be completed within forty-eight hours, he (the purchaser) will, at the expiration of said twenty-four hours at once proceed either to buy in or to cancel said contract, and to render a statement to the seller for all losses incurred.

In case the purchaser is unable to buy in grain to fill a contract at its expiration, and the purchaser and seller cannot agree on the market difference, the matter shall be referred to the Board of Arbitration for adjustment.

The President was instructed to appoint a com'te of five to change the wording of Rule 5 to conform to new Rule 7.

The President was instructed to appoint a Legislative Com'te of five to appear before the Corporation Commission in hope of learning if the old territorial Reciprocal Demurrage law is still in force.

This com'ts was instructed to secure a clear cut case involving the violation of the law and to employ an attorney to prosecute the case in court. Plaintiff to pay one-half the costs if case is lost and all if case is won.

President Drennan thanked the dealers for their patient attention during the meetings and invited all to the annual banquet.

#### CONVENTION NOTES.

Perkins did not sell a rumatic remover during the meeting.

Coal salesmen were almost as numerous as freight solicitors.

A. D. Winsor of Frederick was admitted to membership.

One Nebraska shipper in attendance—Geo. H. Hayes of Hebron.

Identification badges were supplied by the Grain Dealers Nat'l Mutual Fire Ins. Co.

The only machinery man was F. J. Murphy, repte. the Invincible Grain Cleaner Co.

Mr. Freely of Woodward was unavoidably detained at home, but he sent some of his cards.

G. L. Godfrey & C. C. Godfrey of Godfrey & Son, millwrights, were seeking contracts for new elevators.

From Chicago came Paul Uhlmann of the J. Rosenbaum Grain Co.; Adolph Kempner and A. R. Morgan.

The only insurance man in attendance was J. A. Braunagel, inspector for the Millers' Mutual Fire Ins. Ass'n.

From Kansas were J. Hayes, Winfield; F. E. Hipple, Hutchinson; H. L. Strong, Conway Springs, and H. Work of Ellsworth.

Adolf Mayer, the bag man, did not show any samples, but he was very popular with the possessors of parched tongues.



The most popular rooms in the house were ice cold.

Tuesday evening the visitors were provided with tickets to the theater and entertained by a variety of vodville performers.

The St. Louis delegation included Geo. Martin, Jr., of Goffe & Carkener Co.; E. Picker of Picker & Beardsley Com'isn Co., and H. G. Craft.

Railroad men were there in full force. Among the delegation were M. C. Bailey, J. F. Carlton, C. W. Clarke, C. T. Collett and W. A. McGowan.

Wichita's delegation included C. A. Baldwin, C. Burd, W. J. Coleman, K. F. Dazey, J. R. Harold, H. Herzer, T. L. Hoffman and P. J. Mullen.

The convenience of having the meeting hall under the same roof with the headquarters gave the dealers more time to visit and was enjoyed by all.

It would seem that grain dealers were extremely earnest baseball fans from the fact that so many watched and visited the "nines"—509, 809 and 909 were the favorites.

The Tri-State Appeals Board, composed of H. Work from the Kansas Ass'n; J. H. Shaw from the Oklahoma Ass'n, and L. G. Belew from the Texas Ass'n heard several arbitration cases the day preceding the convention.

The banquet of Wednesday evening was postponed from 7 until 8 o'clock, because it does not get dark in Oklahoma City at the former hour, and some of the refreshments were of that peculiar nature that could not be safely exposed to the sunlight.

The visiting grain dealers and millers were well entertained by a banquet at the Auditorium Wednesday evening. The visitors listened to a "spicy" program as an appetizer and "thirst-maker" before sitting down to well filled tables. After the intermission for refreshments the program was continued.

The Texas delegation included T. G. Moore, Ft. Worth, pres. of the Texas Ass'n; H. B. Dorsey, Ft. Worth; L. G. Belew, Pilot Point; Claiborne Adams, El Paso; W. M. Priddy, Wichita Falls; D. W. King, Ft. Worth; R. I. Merrill, repta the J. Rosenbaum Grain Co.; T. S. Kelly, Wolfe City; E. P. Brown, McKinney.

SOUVENIRS were numerous and useful lead pencils were distributed by the Croysdale Grain Co., The Hinds Grain Co., the Alexander Grain Co., and W. B. Johnston, a puzzle by Ernst-Davies Grain Co., an oxidized silver match box by the Murphy Grain Co., crackers (noise makers), and pen holders by E. R. & D. C. Kolp; canes and pennants by Bemis Bros. Bag Co.

Kansas City's delegation was as large as usual, and included C. Addison, F. Barrett, Geo. Carkener of Goffe & Carkener; F. M. Corbin of B. C. Christopher & Co.; D. L. Croysdale, F. E. Dayton, E. C. Kruse and B. Sheldon rpta the Russell Grain Co.; W. G. Dilts, Jr., F. L. Ferguson, repta A. C. Davis & Co.; L. A. Fuller, sec'y Thresher, Fuller Grain Co.; F. B. Godfrey, W. B. Lincoln, C. W. Lonsdale, W. A. McGowan, A. J. Mann, sec'y Smith-Mann Grain Co.; D. Mofatt, S. J. Owens, W. W. Simmons, repta Ernst-Davies Grain Co.; J. C. Robb; W. M. Sloan, repta the Smith-Mann Grain Co.; J. R. Tomlin of the Tomlin Grain Co., and A. Lowden.

Oklahoma dealers from out of town were J. W. Alexander, Frederick; E. Beutke, Blackwell; J. S. Barlay, Tonkawa; E. S. Bouldin, Pryor; E. Burson, Chickasha; C. A. Boyington, Carrioco; D. W. Breman, Thomas; E. W. Burdick, Woodward; C. R. Brown, Union City; L. E. Bruce, Garber.

W. J. Cameron, Capron; E. Carper, Gage; G. M. Cassity, Tonkawa; J. D. Chalfant, Clinton; U. F. Clemons, Marshall; O. W. Cox, Woodward; J. F. Cox, Carmen; J. A. Commons, Thomas.

E. M. De Berry, Martha; W. W. Deck, Weatherford; C. O. De Vord, Supply; F. Dolton, Mustang; E. L. Donahoe, Ponca City; J. J. Donahoe, Mulhall; O. Dow, Okarche;

A. J. Esch, Tonkawa; F. S. Estep, Cordell; A. W. Ferris, Ponca City; E. Francis, Hopeton; W. Flood, Eddy; A. E. Foster, Fletcher; F. Fultz, Blackwell;

C. L. Gardner, Lambert; J. J. Gibson, Nash; R. P. Gouldy, Weatherford; M. Goodnature, Lahoma; S. T. Goodman, Tonkawa; C. W. Goltry, Enid; E. Z. Gregory, Lahoma; G. F. Gossett, Piedmont; W. S. Grubb, Enid; F. S. Gresham, Guthrie; W. M. Gwyn, Ardmore;

E. L. Hawthorn, Kildare; J. H. Hallem, Fletcher; G. Harbaugh, Alva; B. C. Hedrich, Tuttle; E. D. Humphreys, El Reno; H. E. Horne, Braman; J. S. Hutchins, Ponca City; O. W. Hutchison, Shattuck; W. T. Hudson, Manchester;

Geo. Ingram, Salt Fork; W. B. Johnston, Enid; C. T. James, Gage; I. M. Johnson, Minco; J. F. Kroutil and F. L. Kroutil, Yukon;

J. P. Langford, Enid; G. M. Lowry, Pond Creek; P. Lorenz, Cordell; S. A. Marshall and G. Marshall, Watonga; C. Massey, Shattuck; T. Marquis, Enid; A. W. Marlo, Minco; G. M. Mell, Tuttle; C. J. Minett, Marshall; G. F. Milbourn, Fairland; E. J. Miller, Perry; M. C. Monroe, Perry; W. W. Morrison, Geary; F. E. Moore, Chickasha; C. E. Mott, Lambert;

M. C. McCafferty, Enid; D. E. McAnaw, Elgin; J. E. McCristy, Enid; R. E. Nelson, Clinton; W. T. Oates, Ponca City; H. Overstreet, Laverne; J. D. Ooley, Fargo; J. O. Phelps, Kingfisher; J. H. Pruitt, Lindsay;

W. M. Randels, Enid; C. E. Ramsey, Lahoma; T. J. Rasp, El Reno; J. R. Rattey, Ardmore; F. Ringelman, Geary;

J. D. Sanders, Minco; R. Sappington, Supply; E. F. Shinn, Guthrie; C. H. Shipfner, Omega; L. F. Schmitt, Nash; L. O. Street, Woodward; J. H. Shaw, Enid; W. P. Slover, Mill Creek; D. K. Sterrett, Ryan; H. Stauffacher, Blackwell;

T. R. Trawick, Chickasha; D. E. Tillotson, Shattuck; R. R. Thorp, Hydro; L. L. Thorp, Garber; M. L. Thomas, Braman; J. Vandenburg, Blackwell;

A. D. Winsor, Frederick; E. B. Wolfe, Comanche; J. M. Walker, Richland; H. H. Wegener, Okarche; A. B. Watkins, Crescent; W. H. Williams, Pauls Valley.

A TRAMP jumped out of a car of wheat opened at Baltimore after being sealed in the car for seven days.

IN GERMANY 107 persons were engaged in agricultural occupations for every 1,000 acres used for agricultural purposes in 1907; in the United States there were 25 such persons to every 1,000 acres of improved land.

SALONIKI has a transfer elevator, costing 500,000 francs, for handling grain from cars to ships. Before the elevator was built, the wagons were driven to the water's edge, where the grain was sacked and placed in lighters to be carried to the ocean vessels. Here the grain was weighed and then poured into the hold. This method involved heavy expense and long delay, as it usually required 12 days. Since the erection of the elevator, boats can easily be loaded or emptied in two days. The elevator, however, has a storage capacity of only 4,000 tons and is too small for the requirements of this port. Despite the disturbance of commerce caused by the war and the prospective loss of trade to Saloniki which will result if Servia secures a port on the Adriatic, the merchants of Saloniki are enthusiastic over the prospects of their city and are anticipating a large increase in traffic.

## SENATE FIGHTS OVER TARIFF Bill.

Pres. Wilson is standing firm in his demand for free wool and free sugar in three years, and he has asserted that he will veto any tariff bill that places a duty on these commodities. The political situation at Washington is tense over the tariff fight, and it is impossible to predict what the outcome will be. Resistance to other items of the bill, particularly free wheat, is also rapidly increasing, and from present conditions it seems impossible that the Underwood tariff will be passed by the Senate without important modifications.

Schedule G of the bill covers agricultural products and provisions. The duty on barley is placed at 15c per bu. of 48 lbs.; barley malt, 25c per bu. of 34 lbs.; pearled, patent or hulled barley 1c per lb., oats 10c per bu. of 32 lbs.; rice, cleaned 1c per lb., uncleaned rice or rice free of the outer hull and still having the inner cuticle on, 3/4c per lb., rice flour and rice meal, and rice broken which will pass thru a No. 12 sieve of a kind prescribed by the Sec'y of the Treasury, 1/4c per lb., paddy, or rice having the outer hull on, 3/4c per lb.; wheat 10c per bu.; beans and lentils not specially provided for 25c per bu. of 60 lbs.; hay \$2 per ton; and peas, green or dried in bulk or in barrels, sacks or similar packages, 15c per bu. of 60 lbs.; split peas 25c per bu. of 60 lbs., peas in cartons, papers or other similar packages, including the weight of the immediate covering, 1/2c per lb.

These rates are those given in the Underwood tariff as it was passed by the House of Representatives on May 8. American millers are making a vigorous protest against the reduction of the duty on wheat.

Wheat flour is placed on the free list, except that it shall be subject to a duty of 10% ad valorem when imported directly or indirectly from a country, dependency, or other subdivision of government which imposes a duty on wheat flour imported from the United States.

PRESENT tariff rates are as follows: Barley, grain 30c a bu., pearled, patent or hulled barley 2c a lb.; dried beet pulp 20%; bran and mill feed 20%; buckwheat 15c a bu.; corn 15c a bu.; oats 15c a bu.; rice paddy 3/4c a lb., uncleaned 1 1/4c; cleaned, 2c a lb.; rice flour, meal and broken rice, 1/4c a lb.; rye 10c bu.; wheat 25c a bu.; flour 25%; broom corn \$3 per ton.

## Late Chicago Notes.

A future grain and provision department will be conducted by W. H. Perrine & Co., under the management of Wm. E. White, vice-pres. of the company. Offices will be in the Postal Telegraph Bldg.

The Board of Trade having filed its answer to the charges by the government that the cash grain call was a restraint of trade, District Attorney Wilkerson and Henry S. Robbins, atty. for the Board, considered taking of testimony before a special master; but finally it was decided to have the trial in open court, and probably not until Dec. 1.

The petition asking the state legislature to pass the amendment to the "put and call bill" was signed May 24 by 500 active members of the Board of Trade, contrary to the report that few members favored the passage of the amendment. Recent circulars attempting to stir up opposition to the Board of Trade put and call bill in the Illinois House of Representatives seem to be falling flat, on account of the thoro airing given these charges before the Senate Com'te.



## A MODERN ELEVATOR AT Champaign, Ill.

The elevator recently constructed for the Central Grain Elevator Co. and operated by the Cleveland Grain Co., at Champaign, Ill., is one of the best examples of a modern inland terminal transfer and cleaning house.

It is a frame structure 42 ft. x 56 ft. extending 138 ft. above the base of rail. It is supported on a heavy concrete slab foundation with concrete piers and basement walls. The first story is of heavy timber construction supporting cribbed bins 45 ft. in depth. The frame superstructure or cupola is supported on posts through the bins and rests on the columns of the first story. This construction makes the cupola independent of the irregular settlement of the crib walls, which in many houses, throws the line shafting and scales in the cupola seriously out of alignment. The entire structure is covered with galvanized, corrugated steel sheathing.

THE RECEIVING TRACK in the foreground runs through a shed on the South side of the elevator. Grain is unloaded from cars by power shovels into a capacious sink from which it is fed into the receiving leg and elevated at the rate of 8,000 bus. per hour to the top of the working house.

A shipping leg also of 8,000 bus. hourly capacity serves cars on the shipping track on the opposite side of the elevator. Each of these two main elevator legs delivers to either of two 2,000 bus. garner which discharge to two 2,000 bus. scale hoppers on 120,000 lb. Fairbanks hopper scales. From the scales grain is spouted to the 17 bins in the working house which range in capacity from 1525 bus. to 6250 bus. The total capacity of the new house is 61,450 bus. Grain from the scales may also be delivered by belt conveyors through a structural steel bridge to the existing 200,000 bus. storage house consisting of eight tile tanks with three resulting space bins. Grain is drawn from the storage tanks on basement conveyors which deliver it to the shipping elevator leg.

IN THE FIRST story of the working house is a No. 11 Monitor Oat Clipper which receives grain from neighboring bins and discharges it to an elevator leg of 3,000 bus. per hour capacity, which discharges to a 2600 bu. garner in the cupola, or by a system of spouting the grain may be returned from this elevator leg directly to bins in the working house or to tank storage.

The dryer garner spouts either to the drying plant or to the bleaching tower at the West end of the elevator. The grain after being dried or purified is returned by screw conveyor to the elevator and spouted to another 3,000 bus. elevator leg which discharges to any bin in the working house or storage, or may discharge directly into the shipping garner so that grain may be shipped directly after cleaning, thus saving re-elevation.

In the first story of the working house is also a No. 9 Monitor Separator and No. 7 double Monitor Aspirator. Both of these machines receive grain from bins above and deliver it to a cleaner leg of 3,000 bus. capacity per hour. This leg discharges grain to any bin in the working house or storage.

On the east end of the working house a grain sacking shed 24 ft. x 42 ft. is built with floor level with car floors. The sacking scale just inside the elevator receives grain from small bins above, sacked grain being stored in the sacking shed until ready for shipment on either of the two tracks.

A complete dust collecting and sweeper system is installed to collect the dust from the several cleaning machines and sweepings from the various floors and delivers it to a cyclone, over a separate building 40 ft. from the elevator. Here the dust is sacked ready for shipment on the loading track.

POWER PLANT: A new brick power house, 37 ft. x 50 ft., is built just West of the drier house. The boiler equipment consisted of three return tubular boilers, 72-in. x 16 ft., nominally of 125 H. P. each. Water for the boilers is supplied by a deep well pump to a heater from which it is fed to the boilers by a duplicate system of feed pumps. Steam at 110 lbs. is delivered from the boilers to an 18 in. x 36 in. Hamilton Corliss Engine in the engine room. The main shaft of the engine is extended through the dryer house into the elevator where by means of rope drives it transmits power to all of the operating parts of the plant. An independent high speed engine in the engine room drives a 6 K. W. generator which furnishes power for the incandescent lights throughout the elevator plant. A carpuller is furnished in the elevator to facilitate the handling of cars on the shipping and receiving tracks. The plant was designed and constructed by the John S. Metcalf Co.

THE FLAXEN Fibre-Down Co., Tonawanda, N. Y., has contracted for 500 acres to be planted with flax this year.

A TAX of 10% on the stock of corporations trading in futures is provided in an amendment to the income and corporation tax portions of the pending tariff bill, which has been proposed by Senator Cummins. This amendment would hit all grain, cotton or stock exchange dealing in futures.

STINKING SMUT in winter wheat can be prevented by dipping the seed in sublimoform, which contains both corrosive sublimate and formaldehyde. For very sensitive varieties, such as Square-head, a mixture called blue sublimoform, consisting of corrosive sublimate, copper sulphate, and formalin, is recommended.

## AUTOMATIC WEIGHING OF Grain.

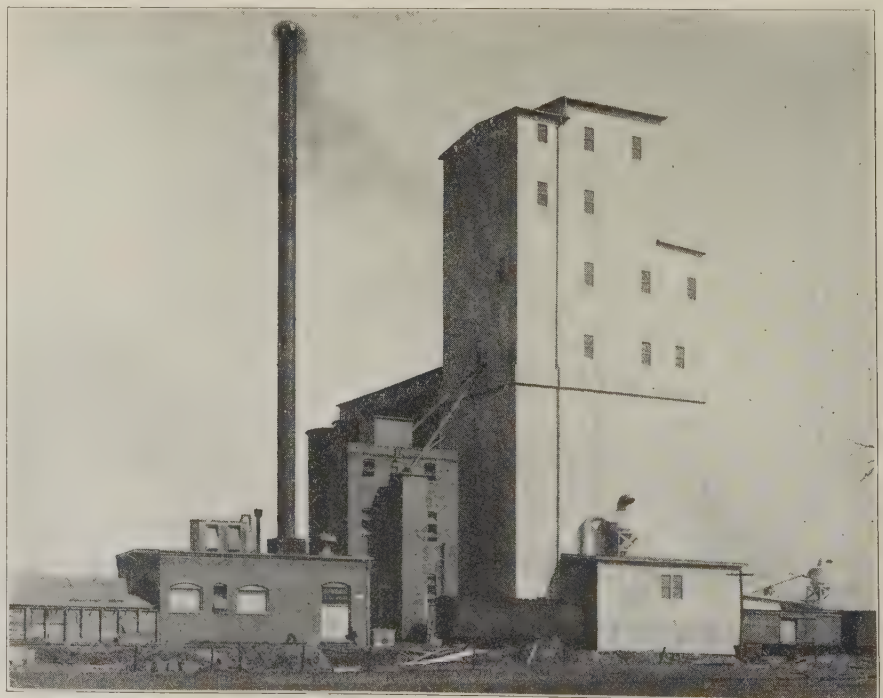
BY W. N. GOODMAN.

In the May 10 number of the Grain Dealers Journal appeared the report of an address by Mr. G. H. Hunt, Freight Claim Agent of the Chicago Great Western Railroad Co., and he referred to the installation of automatic scales in the cupola of an elevator and suggested that is not a desirable location.

In the last few years, the railroad companies have taken a good deal of interest in automatic scales, and there seems to be quite some difference of opinion among the various railroad companies as to which is the best position to install an automatic scale—the cupola or the working floor.

One railroad official, who has taken a great deal of interest in automatic scales, recommends that an automatic scale be placed in the cupola and so placed that all of the grain going to that scale is delivered thru it into the loading spout. In that case it is necessary of course to place the scale under the distributor, and there is no question then that all the grain that goes into the car must be weighed thru the scale. There is no possible chance then of grain being delivered back into the bins. Mr. Hunt mentioned the case of an automatic scale being placed above the distributor. Such installations are necessarily very few and far between, because in pretty nearly all existing elevators there would be no room to install a scale in such a manner, and about the only way a cupola installation can be made in an existing elevator is to put it right under the distributor and connect it direct to the loading spout. To place an automatic scale above the distributor would be exceedingly awkward and make it a most clumsy proposition for the grain dealer to handle his grain.

There is no need for the shipping scale to weigh the grain into the elevator because the incoming grain is weighed over the wagon scale. However, the automatic scale can be used at times to check the wagon scale, and it is being used for that purpose occasionally from time to



Central Grain Co.'s Elevator at Champaign, Ill.



time now. Such a test can easily be made by placing a wagon under the loading spout to take the discharges from the automatic. The even balanced beam automatic scale has in quite a number of cases shown up an inaccuracy of a wagon scale, and enabled the grain dealer thus to keep his wagon scale in good condition.

Another point mentioned is the placing of a garner above the scale in the cupola. With the even balanced beam scale it has been found if there is a hopper above, equal to about one discharge of the scale, that it will work with great accuracy. Of course if there is plenty of room to install a large hopper there is no objection to this. With the even balanced beam automatic scale it does not matter if the grain is fed to the scale a bucketful at a time, because the dribble, or last flow of the grain into the weigh hopper, is so small that a bucketful will fill that dribble and so prevent the weights from being irregular.

THE CUPOLA INSTALLATION of even balanced beam scales is being planned very considerably with the new elevators, and at the same time a manlift is being installed to enable the elevator operator to get up to the scale and the elevator head quickly. It is a matter of a few seconds time to reach the cupola on an up-to-date manlift.

When the scale is installed in the cupola, under the distributor it is possible for the grain dealer to weigh grain direct into a car; which he may be loading at the same time, as received from the farmers' wagons; providing of course the grain received is the same as that being loaded. This simplifies the operation of the elevator and obviates the necessity of re-elevation. It means also lessening the chance of error in running grain into a bin, instead of into the car.

THE WORKING FLOOR INSTALLATION is also excellent, but it means raising the bins high enough to allow the grain to fall by gravity into the scale, or else tapping the bins part of the way up, but in that event it will be seen that the amount remaining at the bottom of the bins must be re-elevated to be weighed. The scale may perhaps be placed in the basement. When installing a scale on the working floor or in the basement, taking the grain from the bins then delivering it into elevators and so on up to the loading spout, care must be taken that the distributing spout is connected positively to the loading spout so that there is no leakage; also care must be taken that there is no leakage from the elevator cups or the boot.

When automatic scales were installed first of all in country elevators the cupola installation was favored. However, as time passed, many hopper scales were replaced by automatics and the automatic was merely slipped into the place of the hopper scale which stood on the working floor. That is how the working floor installation of the automatic scale came about. The reason for the hopper scales being placed mostly on the working floor was that they necessarily had to be placed there in order to keep them as level as possible. However, with the even balanced automatic scale, it was found it was not necessary to keep it level because it would work just as well out of level, owing to the fact that the scale beam being even balanced would find its own level. That same scale is being used very considerably on floating barges, which are used for loading and unloading grain, and the movement of the barges has no effect on the accuracy of the scale. The same applies to the cupola installation; the scale may settle but it weighs just as accurately still. The working floor installation of the hopper scale of course has also to be watched in order that all of the grain passing from it shall go into the elevator leg and direct into the loading spout.

To sum up the situation, there are points in favor of both types of installation—some people favor one, some the other; it depends upon their point of view. If the scales are installed properly in either position, then excellent results will be obtained. It is a difficult matter to say which method of installation shall be used until looking over the elevator. In some cases there is not room for a cupola installation, and in other cases there is not room for a working floor installation, and as the reliable automatic scales of today are being sold by competent scale experts, the purchasers can rely upon the scale men to plan a suitable installation. It is as much to the benefit of the scale man as to the purchaser, that the installation shall be right because unless the installation is right, either on an automatic scale or hopper scale or any other type of scale, accurate weights will not be obtained.

The reliable automatic scale companies are not in business today merely for the sake of selling scales. They are in business to place automatic scales in such a way in the elevators that they shall be entirely satisfactory to the purchasers, to themselves, to the railroad companies and to everybody else connected with the weighing question. The automatic scale is here to stay and it is practically the standard method today of shipping grain from a country elevator. Ninety per cent of the new elevators install automatic scales, and the more automatic

scales are discussed by all those interested, the more favor they will win from everybody.

In the large ports of Europe and South America, automatic scales are used almost exclusively for buying and selling grain, and they are accepted by the various governments of those countries. The scales are officially inspected by the state scale inspectors, and it is to be hoped that before many years have passed that the same condition will occur in the United States, and that they will be acceptable to everybody interested in accurate weighing.

## CELEBRATED TENTH ANNIVERSARY.

Last week the 10th anniversary of the Grain Dealers National Mutual Fire Ins. Co. of Indianapolis, Ind., was celebrated by a conference at the home office, of the directors, officers, field men and office forces of the company. Had all of those employed by the company, together with their wives and sweethearts been in attendance as in 1908, the number would have been nearly twice the number which gathered at Indianapolis five years before, to celebrate the fifth anniversary of the company.

The company's 10th birthday was Dec. 24th, 1912, when it had policies in force amounting to over \$14,000,000, but the celebration was postponed to a more opportune time. Sec'y McCotter entertained the visitors at the University Club on the evening of May 23d, and was overwhelmed by the many words of commendation from his co-laborers for his splendid work in building up the company.

On Aug. 5th, 1902, after much discussion in the columns of this journal, and at the meetings of grain dealers, a dozen men representing grain dealers of Ohio, Indiana, Illinois and Nebraska, met in Chicago and selected a committee of five to receive applications for insurance from grain dealers. The amount of money required to begin business was soon obtained, and the company issued its first policy on Dec. 24th of that year.

The first meeting was attended by C. A. McCotter, Ann Arbor, Mich., T. P. Baxter, Taylorville, Ill., J. N. Hairgrove, Virden, Ill., W. H. Council, Williamsville, Ill., H. N. Knight, Monticello, Ill., Charles S. Clark and Geo. A. Stibbens of Chicago, Ill.; Geo. S. Hayes, Hastings, Neb., A. H. Bewsher, Omaha, Neb., A. E. Reynolds, Crawfordville, Ind., S. B. Sampson, Indianapolis, Ind., H. S. Grimes, Portsmouth, O., and J. W. McCord, Columbus, O.

T. P. Baxter was chairman and Charles S. Clark secretary of this first meeting.

While the company has grown rapidly, as compared with some efforts in the mutual insurance line, still it has attained a strong healthy growth, and the risks on its books today are desirable risks, from an insurance standpoint.

The loyalty and enthusiasm of the different workers in the interests of the company at the conference insures its business being again doubled during the next five years, as it was during the last five.

CORN CHOPS containing over 14% of moisture are almost certain to spoil in Texas during the warm months, according to G. S. Fraps in Bulletin 152 of the Texas Experiment Station. Corn containing over 10% moisture should be dried out to avoid the possibility of heating.



Sec'y C. A. McCotter and His Pet. The Grain Dealers National Mutual Fire Insurance Co.



## Feed Manufacturers Ass'n at Chicago

At noon, May 22, Pres. G. A. Chapman of the American Feed Manufacturers Ass'n opened the conference of delegates from the Ass'n of Feed Control Officials of the United States, Millers National Federation, Inter-State Cottonseed Crushers Ass'n and the American Feed Manufacturers Ass'n, in the Auditorium Hotel, Chicago, to consider the drafting of a proposed federal feeding-stuffs law. After some discussion, it was decided to appoint a com'te to draft such a bill. This com'te was composed of Drs. C. D. Woods and J. D. Turner, representing the Ass'n of Feed Control Officials, W. G. Crocker, representing the Millers National Federation, J. E. Brode, representing the Inter-State Cottonseed Crushers Ass'n and G. A. Chapman, representing the American Feed Manufacturers Ass'n.

This com'te met immediately after the adjournment of the conference. It was decided to draft the feedingstuffs bill along the lines of the Food and Drugs Act. By so doing it was believed that the bill wud stand a greater chance of being passed by Congress without amendment, and that, if passed, there wud be considerably less difficulty in enforcing it, as the government officials, the business men involved, and the courts wud better understand the law from their previous experience with the Food and Drugs Act. The bill as drafted covers all feedingstuffs used for feeding live stock and poultry except whole seeds or grains sold as such and the unmixed meals made directly from the entire grains of corn, wheat, rye, barley, oats, buckwheat, flaxseed, kafir and milo.

### FRIDAY'S SESSION.

The convention was called to order at 10:30 a. m., May 23, by Pres. G. A. Chapman. About forty members were present, together with the government feed officials and other invited guests.

Pres. Ed. Andrew of the Chicago Board of Trade gave an address of welcome which was acknowledged by Pres. Chapman on the part of the Ass'n.

The President's address followed, from which we take the following:

#### President's Address.

As we stand today, a great measure of order has been brought out of chaos. At least, the manufacturer knows where he stands, and the feed control official and the law maker know far more of the practical end of the feed business than at that time, or than they could ever have known had it not been for the efforts of this Ass'n. Four years ago every state and every individual was working independently and regardless of every other state and every other individual. All sorts and conditions of laws were being passed—a different one in every state, and several different ones in several different states nearly every year. Everything was confusion. No one knew anything about the other man's business or problems, and unfortunately in many instances seemed to care less. As much as I regret to say it, in some instances manufacturers having their own selfish interests at heart were taking deliberate pains to misrepresent and cause unfair and undue and unreasonable discrimination in favor of their own business.

The manufacturers needed to get together, to lay aside their own selfish, petty differences, to pull together as a unit, to get the Feed Control Officials and the law makers to see the problem from a broader, a more practical point of

view, to see the situation from the other side of the fence, as it were. On the other hand, the manufacturer needed a broader, a less selfish viewpoint. It was necessary for him to place himself in the position of the consumer, and to look at the problems of the feed control official, whose primary duty is to look after the best interests of the consumer.

Poor feeds may sell for a time and misrepresentation on the part of the unscrupulous demoralizes the honest man's business—causes him to sell his better product, without profit, in competition with the man who misrepresents. Therefore, laws and regulations of the right sort—and no one knowingly wants to make laws which are not of the right sort—while intended primarily to benefit the consumer, equally well benefit the honest manufacturer.

The American Feed Manufacturers Ass'n recognized this fundamental truth and further recognized that by working for the best interest of the industry as a whole, it could accomplish far more real good for the individual than a thousand times the same effort could do by each branch working selfishly towards its own ends.

The past year has been a particularly active and important one. The members of the com'tes and the sec'y almost without an exception, at great personal inconvenience and loss of time, have unselfishly attended many meetings and conferences, and have made many long trips into distant states laboring for the good of the Ass'n and the cause which it represents.

The immediate future stares us squarely in the face with matters of as great or greater importance than anything which has yet been handled by this Ass'n. First and foremost is the proposed new national feeding stuff law, of which I will speak later. As we are assured that no action on the proposed Owen Bill will be taken at this session of Congress, it is altogether probable that this or a substitute bill will be introduced next fall or winter. This matter will require a great deal of time and attention. Then, we are assured that at next winter's session of the Virginia Legislature an effort will be made by the feed control officials of that state to have the proposed uniform law adopted there in lieu of the present law. The reopening of the unsatisfactory definition for oat clippings with the Ass'n of Feed Control Officials and a strong effort toward bringing uniformity in the matter of tax tags or stamps are matters which should receive our attention during the coming year, and I hope all these matters will be fully discussed at this meeting and provisions made for handling them.

**Involving the Tax.**—Another matter to which I desire to bring your attention, and which I hope will be brought up for discussion and action during this meeting, is the desirability of all manufacturers invoicing, as a separate item, the expense involved, including the tax, when billing goods into states which levy a tonnage tax on feeding materials. I believe it is high time that the practice of including this as one of the cost items in the delivered price was discontinued and that the dealer and the consumer within the state were reminded every time they receive an invoice that they—referring particularly to the consumer—and not the manufacturer are paying this tonnage tax.

We are not unmindful of the good contributions which were made to our special fund for defraying these expenses not only by manufacturers within the Ass'n, but from at least six or eight concerns who had not and have not as yet taken out memberships. These contributions from people outside of the Ass'n indicate their recognition of our efforts and their value to them. All such should not only be contributing, but be active members of this Ass'n. Everyone interested in the manufacture or sale of feeding materials is eligible to a membership in this Ass'n and I earnestly urge the present members to assist the Secretary and the Board of Directors in securing a large increase in membership during the coming year.

The report of Sec'y-Treas. W. R. Anderson was presented. The financial report was as follows:

|                                   |            |
|-----------------------------------|------------|
| Balance in bank on Nov. 13, 1912. | \$ 121.81  |
| Collections, etc., from Nov. 14,  |            |
| 1912, to May 20, 1913.....        | 2,036.50   |
|                                   | \$2,158.31 |
| Disbursements .....               | \$1,914.45 |

Balance in bank.....\$ 243.86

The above figures do not include the contributions and expenditures in connection with the Virginia litigation.

From Mr. Anderson's report as sec'y we take the following:

### Secretary's Report.

Five years ago when the American Feed Manufacturers' Ass'n was organized, only six concerns were willing to guarantee enough money to pay the necessary expense attached to a national organization, but it was not long after that others joined and today we have sixty-one members in good standing. The original six have been affiliated with this ass'n since its birth.

Since the November meeting, six concerns have retired from membership in this ass'n, and the following new concerns are now listed as members:

Stock Yards Cotton & Linseed Meal Co., Kansas City, Mo.; LaCade Mills, St. Louis, Mo.; Chicago Heights Oil Mfg. Co., Chicago, Ill.; W. J. Byrnes & Co., Chicago, Ill.; United States Stock Food Co., Kansas City, Mo.; G. E. Patteson & Co., Memphis, Tenn.; Buffalo Cereal Co., Buffalo, N. Y.; A. Nowak & Son, Buffalo, N. Y.; Alfalfa Products Co., Inc., Jackson, Miss.

I again want to call your attention to the importance of this organization and the absolute necessity of having a salaried man as sec'y or manager who can devote his entire attention to the needs of our ass'n. I have been the sec'y since its inception and I have felt for the past year or more that greater good would come to our members by having a man on the job all the time. The executive com'te has considered this matter at several recent meetings.

While we today have but sixty-one members, there seems no reasonable excuse for there not being one thousand members, because the good one member derives actually means that every feed concern in the country will get benefits from the work which has been done by a few. We have a splendid organization and the basis for a much greater one, and while it is with the keenest regret I feel it necessary to retire. I again urge the consideration of the report of the executive com'te and hope that the ass'n will give authority to the committee to employ a sec'y at a reasonable salary so that he may devote his entire attention to this ass'n and to the needs not only of its members, but of all feed manufacturers wherever located.

S. T. Edwards, in presenting the report of the Executive Com'te, recommended that a reward of \$25 be offered for information resulting in conviction for refilling with feed empty bags bearing feed manufacturers' brands. The Com'te also took membership in the Chamber of Commerce of the United States and appointed J. H. Genung as representative of the Ass'n.

The principal feature of the Executive Com'te's report was the recommendation that the Ass'n employ a paid sec'y.

F. A. McLellan, chairman of the Definitions Com'te, made a report, from which we take the following:

### Definitions Com'te Report.

At the annual meeting of the Ass'n of Feed Control Officials of the United States, held in Washington, D. C., November 18th and 19th, 1912, feed definitions were adopted.

Clipped oat refuse (term oat clippings not recognized) were defined as the resultant by-product in the manufacture of clipped oats. It may contain light, chaffy material broken from the ends of the hulls, empty hulls, light immature oats and dust. It must not contain an excessive amount of oat hulls.

The definitions, as adopted, are considered generally satisfactory to the feed manufacturers—with the exception of the term "Clipped oat refuse." Owing to a misunderstanding and thru our own neg-



lect—it being generally understood that the round table talk not open to the manufacturers would be the program for that time—the manufacturers of this product were not present when this subject came up for discussion.

The manufacturers and users of this product feel that the new definition "Clipped oat refuse" is hardly a proper descriptive name.

"Oat clippings" is a well-known product and has been traded in under that name for a long time. If it is desirable that a better descriptive name be given the product, consideration should be given to the possible effect of such change in name on the consuming public or buyer.

A change of the name from "Oat clippings" to that of "Clipped oat refuse" would create confusion and raise the question on the part of purchasers whether this was some new by-product. The term "refuse" would at once stamp it as some worthless product now used, instead of "Oat clippings." We feel that if a more descriptive name than "Oat clippings" be required that the definition "Clipped oat by-product" be used, instead of "Clipped oat refuse."

Dr. T. J. Bryan, Illinois State Analyst, then read his paper on feed control work, from which we take the following:

## Feed Control Work.

To furnish a correct guarantee would in every case mean a new stencil for each mix and an analysis of each mix or of all the ingredients used therein. If the mix made from fixed amounts of the same ingredients were analyzed in every case, only the analysis would need to be changed on the tags or stencils. When the ingredients or the proportions thereof were changed in the effort to keep a constant guarantee, the statement of the ingredients and of their percentages would necessarily be changed on the label, and it could be necessary to analyze every new shipment of each ingredient. This extra expense of analysis and continuous change of labels would result in a relatively large increase in the cost of any feed to the farmer or live stock man. If the same ingredients in the same proportion were used in every case, and you also avoided the change of printing on bags or tags, the variation in the fat, protein and fiber guarantee as stated on the bag, from the true amounts thereof, must necessarily be increased. Such variations would be material, and the statements would lose their value for the purposes of economic and scientific feeding. A proper control of the concentrated feed business calls for no such additional requirements that can result only in greatly increasing the cost of the feed or rendering valueless the protein, fat and fiber guarantee for the purposes of scientific feeding. The statement of the per cent of each ingredient would of course make it more easy for anyone to duplicate your product, a result that cannot justly be required of you.

The writer can see no grounds on which such an additional requirement on the trade can be brot within the police power of the state, nor on which it could reasonably be brot within the powers of Congress in regulating interstate traffic. Similar provisions appear ridiculous when applied to the sale of other articles, such as fruit, tho they are no more so. You have all seen baskets of mixed fruits offered for sale, filled with apples, peaches, pears, plums and bananas. Let us imagine these requirements, i. e., net weight of contents, per cent of each ingredient and also the numerical count of each ingredient. The fruit dealer would not even then have to resort to chemical analysis as the feed dealer does, but his search for 8 apples that weighed just 3 pounds, four pears weighing just 1 pound, 16 plums exactly 1 pound, 2 bananas precisely 1 pound, and 5 peaches weighing 1 pound, no more and no less, to make a 7 pound basket of fruit composed of 42.4% apples, 14.1% pears, 14.1% plums, 14.1% bananas, 14.1% peaches, would at least render him sympathetic with you in contemplating the difficulties to which you would be subjected by the additional requirement proposed.

Feeds sent out in plain bags with tags bearing the statements required by law have been the cause of needless trouble to the Department and the trade on account of the loss or removal of the tag. These are sometimes torn off in transit and sometimes removed by the small dealer on opening the bag. He would not do this if he were not ignorant of the law. The Department has made the following suggestions to the trade to assist in correcting this matter, i. e., the manufacturer complying with the law by means of tags should print at the top of the tag in as large type as convenient DO NOT REMOVE THIS TAG. IT IS REQUIRED

BY LAW. Invoices should be stamped with a statement such as the following: NOTIFY US IF BAGS ARRIVE WITHOUT TAGS AND WE WILL SUPPLY THEM; THEY ARE REQUIRED BY LAW.

Pres. Chapman then made a brief statement of the work of the com'te on the previous day in drafting a national feedingstuffs bill, and Dr. Chas. D. Woods read the bill and explained its provisions.

One of the members suggested that the bill shud permit the presence of a small percentage of putrid matter in feed without making the manufacturer liable, as with present day machinery it is impossible to prevent some few grains of spoilt corn or wheat from getting into the feed.

Dr. Bryant: If you make it permissible to have, say, 5% of putrid vegetable or animal matter in the feed, some manufacturers will see to it that 5% is always present. You have to rely on the good sense of the government officials in the enforcement of the law.

Pres. Chapman then appointed S. T. Edwards, F. A. McClellan and W. Youtsey as a resolution com'te; Chas. A. Krause, F. M. Wilson and H. A. Abbott as a nominating com'te; and Ed. Corrigan and J. E. Brode as an auditing com'te.

Adjourned for luncheon.

After a light luncheon, served in the convention hall, Pres. Chapman called the meeting to order and introduced Judge Stephen A. Foster, who read a paper on "The Feed Industry and the Law," from which we take the following:

## Feed Industry and the Law.

To my mind it wud be desirable from the standpoint both of the manufacturer and of the dealer and of the consumer to have Congress legislate completely on this subject and to have uniform and consistent federal control supersede diverse, inconsistent and conflicting state control.

**Excessive Fees.**—Manufacturers have been subjected to harassing and annoying state regulations. You have been forced to pay excessive fees, which in fact were levied for the purpose of raising revenue for the several states, but which were sought to be justified as legitimate inspection fees. It is only in so far as they can be so classified that they are permissible, but the courts recognizing the practical difficulties of dealing with such questions have for the most part refused to interfere and have assumed that the legislatures of the states were acting in good faith when they pretend to exact such inspection fees, and, therefore, you have been and you will continue to be subject to petty and unfair exactions of this character from the different states unless Congress by taking over the entire subject shall make the imposition of such fees impossible.

**Unreasonable state regulations** require you to disclose not only the exact ingredients constituting your feeds, but also to disclose in substance, if not in exact form, the very formulas used in the manufacture of such feeds. While the federal courts have not defined with exactness just how far state regulation can go along this line, they have declared in broad and sweeping terms that it is competent for the state legislatures to pass all necessary acts for the purpose of preventing the deception of the purchasers of feeds. This was the exact point involved in the Savage case sustaining the Indiana statute. It was held that that statute was aimed at deception and fraud, and did not, like the Virginia statute which we successfully attacked, absolutely prohibit the importation of an article without regard to any question of fraud or deception. Indeed, there was a curious discovery that we made in comparing the provisions of the Virginia statute with the corresponding provisions of the Indiana statute concerning the various ingredients above mentioned, which the Virginia statute declared to be of little or no feeding value.

The difference between the Indiana and the Virginia statute indicates the clear and important line of distinction between what a state can do and what it cannot do. It can in the present condition of national legislation pass any reasonable regulations tending to prevent deception in the importation and sale of an article no matter how harmless it may be, but it cannot absolutely prohibit the importa-

tion or sale of such article. And here, again, as it seems to me, it wud be much better if Congress wud so legislate as to cover the entire field and to define just how far the manufacturer and the dealer must go in disclosing the ingredients contained in the article sold, so that the practice throught the country wud be uniform and you wud not be required in shipping your feeds into one state to use one kind of a tag and in shipping the same feeds to another state to use a totally different kind of a tag.

Dr. T. L. Haecker of the Agricultural Dept. of the University of Minnesota next spoke on "The Utilization of All Available Feed Material." Dr. Haecker stated that after 22 years of experiment work on the cows at the University Farm it was definitely proved that the accepted standard ration for cows of 2½ lbs. of protein in 24 lbs. of dry matter for every 1,000 lbs. of live weight was much higher than is necessary. He further stated that it was wrong to figure a cow's ration solely on the basis of her live weight, and that the ration shud be based on both live weight and milk production. Dr. Haecker found that the protein portion in the ration need not exceed 1¼ or 2 lbs. in order to maintain the cow in good condition and keep up her milk production.

W. Youtsey spoke next on "Cottonseed Meal," in which he gave interesting figures on the amount of meal produced and its distribution.

"The Feedingstuffs Laws and the Application of Same" was the subject of a paper read by Dr. J. K. Haywood of the Buro of Chemistry, U. S. Dept. of Agriculture, from which we take the following:

## Suggestions for National Feeding Stuff Law.

A national feeding stuff law shud be passed which wud embody the present good features of the national Food and Drugs Act, together with the various features of the uniform feed law adopted by the Ass'n of Feed Control Officials. In drawing up such a law as this, the first and most important consideration is to get a law which is comprehensive and effective, but which does not attempt to cover in its provisions substances of commerce which shud have special laws for their control. Such a law shud, in my opinion, cover all materials which are used as cattle feeds with certain exceptions which will be noted later. It shud in its provisions require a statement of protein, fat and fibre on the label and in addition thereto, a statement of the various ingredients which enter into the feed. It shud most certainly prohibit the sale of feeds which may be injurious to the health of cattle and shud prohibit the branding of feeds by names which are misleading to the consumer and shud require that no false claims relative to the feeds shud appear on the label or the literature accompanying the package. It shud also give the national government power to prosecute the manufacturer for violations of the law and give them the further power to seize feeds, where such seizures appear necessary for the effective enforcement of the law. In my opinion such a law shud not cover whole grains, first because the grain situation demands a special law, and second, because it is doubtful whether at the present time we are in a position to make an effective law to cover interstate commerce in all grains and make uniform standards relative thereto.

W. J. Jones, Jr., Indiana State Chemist, was then asked to make a few remarks. He explained the tax tag problem from the side of the state official and stated that every effort was being made to find a way of complying with the law and still avoiding the trouble and confusion now experienced by manufacturers.

Mr. Chapman: The tag question is a matter of regulation and not of law, and if the states requiring special tags wud agree on the kind of a tag that wud be accepted all over the country, it wud end the present confusion.

A general discussion of several abuses



in the cottonseed meal business followed. Dr. Woods made a vigorous protest against the present practice by the cottonseed mills of paying a rebate to the dealer when their meal falls below the protein standard. Mr. Abbott next stated that bags of cottonseed meal were labeled and sold to contain 100 lbs., whereas they actually contained 99 lbs. Mr. Brode suggested that the bag was worth more than the missing pound of cottonseed meal, and Mr. Abbott replied that most of the bags were cut and torn and absolutely worthless.

Pres. Chapman's suggestion that manufacturers show the cost of inspection fees as a separate item in making invoices for feedstuffs, so to make the consumer aware of the fact that he had to pay this inspection fee was next discussed. Several members doubted the advisability of this practice, as it would tend to arouse antagonism against the feedstuffs laws and might cause their repeal, a thing the feed manufacturers do not want. Mr. Jones states that the consumers knew they had to pay this fee without actually showing it on their bills, and that most of them regarded the inspection worth far more than its cost.

The meeting adjourned at 4:45 p. m.

A dinner was given by the Ass'n in the Auditorium Hotel, followed by a theatre party.

### SATURDAY'S SESSION.

On May 24 the Ass'n met in one of the rooms on the fourth floor instead of in the hall on the second floor of the Auditorium Hotel, and considerable difficulty was experienced in getting the members together.

Pres. Chapman rapped for order at 10:45 a. m. "We have not much to do this morning except to receive the reports of the committees," he said.

Mr. Edwards read the report of the Resolutions Com'te, which recommended the following resolution:

Resolved: That the American Feed Manufacturers Ass'n heartily endorse the action of the conference held on May 22, 1913, between representatives of the Ass'n of Feed Control Officials of the United States, the Millers' National Federation, the Interstate Cottonseed Crushers Ass'n, and the American Feed Manufacturers' Ass'n, and thoro'ly approve and will give its earnest support to the proposed national feeding stuffs law as drafted and reported on by the com'te representing these four ass'ns.

This resolution was approved by the members.

Pres. Chapman then called for the report of the nominating com'te, which was read by Chairman Krause. The com'te's selections were approved by the members, and the officers of the Ass'n for the coming year are as follows: Pres., G. A. Chapman, Chicago; First Vice-pres., M. C. Peters, Omaha; Second Vice-pres., W. Youtsey; Third Vice-pres., R. A. Hale; Treas., W. R. Anderson. Executive Com'te—S. T. Edwards, J. H. Genung, F. A. McLellan, Chas. A. Krause, H. G. Atwood. Conference Board—S. T. Edwards, F. A. McLellan, H. G. Atwood. Uniform Feed Law Com'te—G. A. Chapman, John L. Anderson, Jr., R. O. Winkle, F. M. Wilson, W. C. Johnson, L. J. Meader, F. W. Brode, A. Woolner, Jr., Ed. Corrigan. Directors—J. C. Reid, Chairman, Chas. Staff, C. P. Wolverton, W. A. Reynolds, L. H. Krewer, Wm. Wallace, W. E. Savage, O. E. M. Keller, C. U. Snyder, H. A. Abbott, H. C. Joehnke, Sec'y.

Hugh Humphreys read a paper on "The Cottonseed Feed Industry." He particularly emphasized the point that the principal business of cottonseed mills was the production of the oil, the cottonseed meal

being a relatively unimportant by-product, and that any regulation of the cottonseed meal industry must bear this fact in mind.

The next semi-annual convention was then discussed. Dr. Woods announced that the Ass'n of Feed Control Officials would meet at Washington, D. C., Nov. 17-18 and he stated that his Ass'n would be very glad to have the Feed Manufacturers Ass'n hold their meeting in that city at the same time.

Mr. Edwards: I move that we meet next in Washington, D. C., at that time. Carried.

The members voted to hold the next annual convention at Chicago.

The auditing com'te, the chairman of which was Ed. Corrigan, reported that the Treasurer's report was correct.

Mr. Brode then invited the members to attend the convention of the Interstate Cottonseed Crushers Ass'n at Chicago June 21, 22 and 23. Mr. J. D. Turner thanked the Ass'n on behalf of the Feed Control Officials present for the good time shown them; Mr. Chapman in reply assured him that the Ass'n was always glad to have them attend and was indebted to them for their co-operation.

Pres. Chapman then announced that, in order to save time and because of the extended discussion already had on the national feedingstuffs bill, he would submit his paper without reading it and request leave to print.

Dr. Woods recommended that the national feedingstuffs bill as drafted at the conference should be printed and distributed among all interested parties in order that they might offer criticisms. The bill then could be changed where necessary, and when presented at Washington next fall, it would have the solid backing of both the feed men and the feed control officials. Sec'y Anderson announced that he intended to have the bill printed and distribute copies to every one interested.

Pres. Chapman then announced that an automobile trip had been arranged for the members and their ladies in the afternoon.

After some discussion the members approved the employment of a paid sec'y and authorized the Executive Com'te to make the necessary arrangements towards securing a suitable man and equipping an office. This move, it is estimated, will increase the expense of running the Ass'n about \$6,000 per year.

### CROP IMPROVEMENT.

The Tazewell County Farm Buro, with headquarters at Pekin, Ill., was incorporated May 13 under the laws of Illinois.

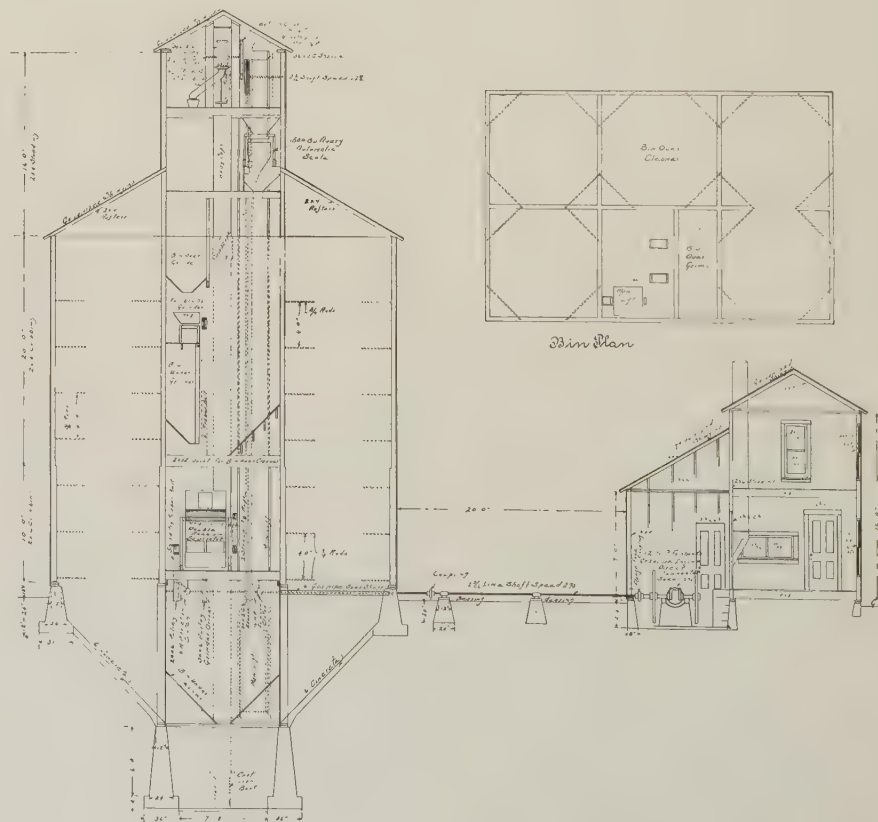
The Cincinnati Chamber of Commerce Agricultural Com'te will name a boy from Hamilton, Butler and Clermont Counties to compete in the prize corn-growing contest to be held at Washington this fall. —S.

The New York Produce Exchange held a meeting May 16 to discuss crop improvement work. L. A. Clinton of the Dept. of Agriculture, and Bert Hall, Sec'y the Crop Improvement Com'te, were the speakers.

The Illinois Senate recently passed Senator Magill's bill giving the counties authority to employ agricultural experts selected from lists of candidates approved by the dean of the agricultural college of the University of Illinois.

SERBIA has sown this year only about 50% of the usual wheat acreage on account of the shortage of men.

THE NEW YORK Stock Exchange reform bills, making trading against customers' order a felony and requiring brokers to deliver memorandum to customers of securities purchased, have been signed by Gov. Sulzer.



Farmers Elevator at Cunningham, Kan., Cross-Section and Bin Plan.

(See facing page.)



## A WELL-ARRANGED COUNTRY Elevator.

The plant of the Farmers Elevator Co., Cunningham, Kan., is a good example of the best modern practice in constructing small country elevators.

The main building is 20x30 ft. and 46 ft. to eaves of cupola. The leanto housing the wagon dump is 12x30 ft. and 12 ft. to eaves. The bin walls are of cribbed construction, 2x6's being used up 10 ft. and 2x4's to plate. The four storage bins are 10 ft. square, outside dimension, and 30 ft. high above top of foundation. For bracing the bins  $\frac{3}{4}$  in. rods are used set on 4-ft. centers.

The foundation is entirely of concrete. Particular attention is called to the angle of the bin bottoms and the dump sink. The owners were determined not to waste any money cleaning their bins, and they excavated deep enuf to secure the desired angle.

Grain is first weighed on a 5-ton wagon scale alongside the office. It is then discharged from the wagon dump, which is subdivided by a partition. The dump sink discharges to an elevator leg equipped with 10x5½ in. cups. In the cupola the grain is received by a No. 6½ Style B Distributor which discharges it either to the storage bins, the grinder bin, the

cleaner bin, or to a 1,500-bu. Avery Automatic Scale. The scale is connected to an 8 in. telescoping, flexible loading spout, which is suspended over the railroad track.

Grain discharged to the grinder bin, which is hopper-bottomed, falls into a Fairbanks No. 2 Grinder, which in turn discharges into a hopper-bottomed bin underneath, the discharging end of which is at a convenient height above the working floor. The cleaner bin feeds a No. 4 Invincible Double Receiving Separator. The bin under the cleaner discharges to boot of elevator leg.

Power is furnished by a 12 h. p. Fairbanks, Morse Gasoline Engine housed in a leanto adjoining the office building. The engine is directly connected by a 2-3/16 in. line shaft to a 30 in. 2-groove sheave which drives the elevator leg. This shaft also carries pulleys for furnishing power to the other machinery.

The engine room is located 20 ft. from the elevator, the distance required by the insurance companies. A manlift is also provided, and all buildings are roofed with galvanized shingles.

This plant was designed by Morely Bros., Hayden & Plott and was erected by the owners, the Farmers Elevator Co.

This elevator apparently complies with the insurance requirements in every re-

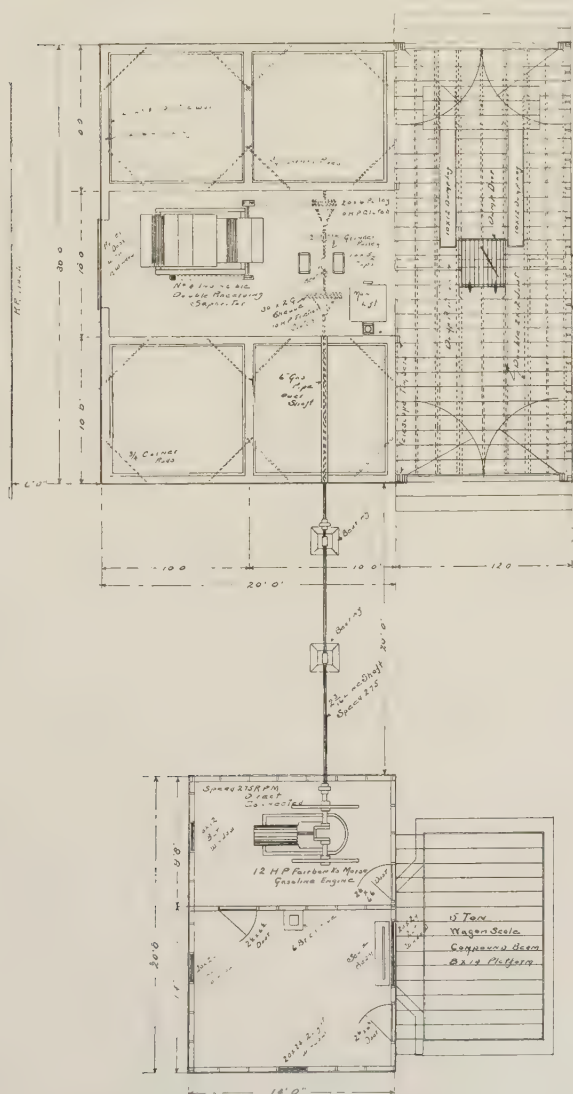
spect, and the owners are to be commended upon their wisdom in building a plant that is convenient to operate and cheap to maintain.

We wud not be without the Grain Dealers Journal, as we feel it meets many of the needs of the grain dealer.—Henry Krout & Son Maryland Line, Md.

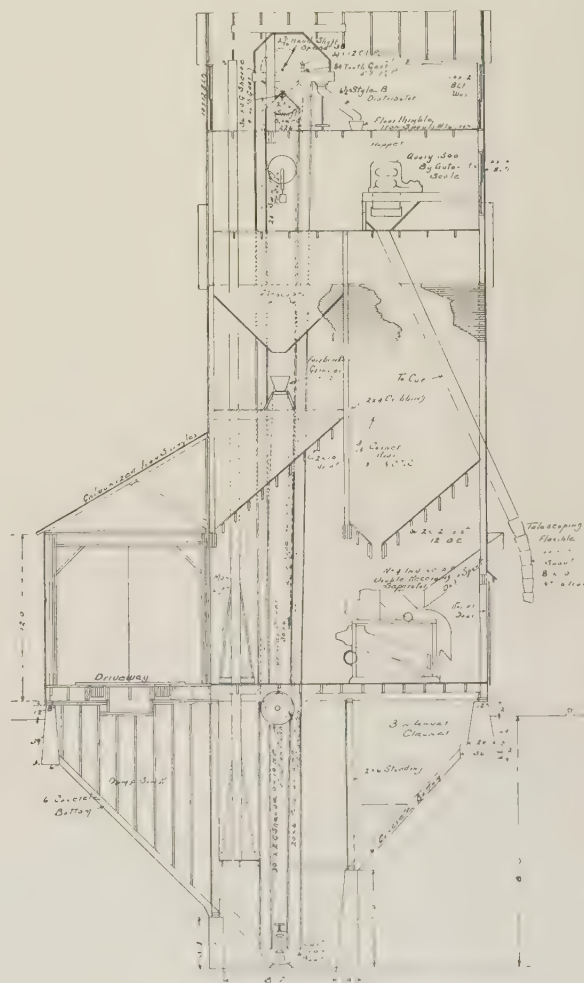
HAVANA received 29,219 bags of corn, 8,550 bags of oats, 1,750 bags of bran and 500 bags of corn meal from American ports during the period Apr. 25 to May 14, according to Emile Lecours.

THE COMMERCE COURT will be abolished if the bill introduced in Congress by Congressman Thetus W. Sims, known as H. R. 4,546, becomes a law. The bill, which is similar to the bill introduced by Mr. Sims at the last session of Congress, wud transfer the jurisdiction of the Commerce Court to the U. S. district courts.

PRICE FIXING is prohibited by Congressman Kenneth D. McKellar's bill introduced in the House of Representatives May 2 and referred to the Com'te on Agriculture. The bill, known as H. R. 4,608, covers "wheat, flour, Indian corn, meal, pork, meat, beef, sugar, molasses, poultry, eggs, fish or any other article of purchase or sale that is used for food."



Ground Floor Plan of Farmers Elevator at Cunningham, Kan. (See facing page.)



Farmers Elevator at Cunningham, Kan.—Section Showing Machinery and Bin Construction. (See facing page.)



# Grain Trade News

## CALIFORNIA.

Freeport, Cal.—The Smith, Rudell Co., of San Francisco, contemplates erecting an alfalfa mill at this point.

Sacramento, Cal.—Senator Carr has introduced a drastic selling bill in the Senate with the apparent intention of preventing combinations in restraint of trade. Grain and hay men and other merchants, however, interpret it to interfere with trade in all lines and to restrict any competition, and a vigorous fight will be made against its passage. Two of the provisions of the bill prohibit: Refusing to sell any article of general use or consumption, whether pursuant to combination or not, to certain persons or classes of persons, or to those doing business within certain districts or territories. The cutting or reduction of prices for the purpose of preventing or destroying competition.

## CANADA.

Prince Rupert, B. C.—The G. T. Ry. Co. has announced that it will build a 10,000,000-bu. elvtr. at this terminal.

Grandview, Man.—Frank Ashmore, formerly mgr. of the Western Canada Elvtr. Co., has been transferred to Giroux, Man.

Regina, Sask.—The Saskatchewan Co-operative Elvtr. Co. will spend \$402,000 in erecting elvtrs. in various parts of the province.

Souris, Man.—McCullough & Son will increase the capacity of its elvtr. and will install a screw conveyor between the elvtr. and the mill.

Vancouver, B. C.—The Grain Growers Grain Co. of Winnipeg and Calgary will build a large terminal elvtr. at this point, according to report.

Vancouver, B. C.—The Western Canada Mill Co., Ltd., has bot the business of the Brackman-Ker Mlg. Co. in Alberta and British Columbia, paying \$1,000,000.

Winnipeg, Man.—The Spencer Grain Co., incorporated; capital stock, \$140,000; incorporators, C. C. Spencer, L. B. Spencer, E. S. Farwell, A. S. Bowles and H. L. Jackson.

Ft. William, Ont.—Fire in the dust collecting shed of the Can. Pac. Ry. Co., which is near Elvtr. A, May 8, caught on the conveyor between the storehouse and Elvtr. E. and did damage to the extent of \$5,000.

Winnipeg, Man.—The Grain Commission held a meeting in this city May 15 to receive representations in reference to amendments in the grain act, especially in regard to the proposed increase in the license fees payable by elvtr. owners, track buyers, etc.

Ft. William, Ont.—The upper half of one of the walls of the elvtr. of the Can. Pac. Ry. Co. recently fell and so weakened the remainder that it had to be taken down. Grain falling between the brick wall and the steel tanks is believed to have swelled and caused the wall to bulge and fall.

## COLORADO.

Vineland sta., Nyburg p. o., Colo.—The C. D. Wayt Alfalfa Mlg. Co. incorporated; capital stock, \$50,000.

Hillrose, Colo.—The Hillrose Mlg. & Merc. Co. has succeeded the Hillrose Alfalfa Mlg., Elvtr. & Supply Co.

Holly, Colo.—The new 70,000-bu. elvtr. of the Holly Mill & Elvtr. Co. has been completed at a cost of \$35,000.

McClave, Colo.—The Lamar Mill & Elvtr. Co. is building 40,000-bu. elvtrs. at this station and at May Valley sta., Wiley p. o.

Windsor, Colo.—The alfalfa meal plant of D. B. Cloud was struck by lightning, May 9, and burned to the ground; loss, \$3,000.

Kiowa, Colo.—We handle all the grain at this station thru our elvtr. at Elizabeth, a nearby town; probably amounts to 10 cars in a year.—The Russell Gates Merc. Co.

Wray, Colo.—The Farmers Grain Co. has been incorporated for \$10,000. The present officers are A. E. Tabor, pres.; J. A. Kimber, vice-pres.; G. L. Akey, treas., and E. W. Lambert, formerly mgr. for the Shannon Grain Co., sec'y and mgr. The Shannon Grain Co. will go out of business at this point at least for this year, as the new company has leased its elvtr., having been unable to secure a site from the R. R. Co. for a new house.

## IDAHO.

Inkom, Ida.—Farmers are interested in the organization of a company to build an elvtr.

Cambridge, Ida.—The Farmers Warehouse & Elvtr. Co. incorporated; capital stock, \$50,000.

Cambridge, Ida.—Marshall Lewis has severed his connection with the Cambridge Mlg. & Elvtr. Co.

Pocatello, Ida.—The Pocatello Commercial Club is agitating the erection of an elvtr. in this city or at Tyhee.

Genesee, Ida.—C. E. Wood, one of the pioneer grain dealers of Palouse County with interests at Colfax, Moscow, Nezperce and at this station, died recently after a lingering illness.

Filer, Ida.—O. J. Childs of Buhl will succeed I. S. Lambing as mgr. of the Farmers Grain & Mlg. Co., Mr. Lambing having resigned. W. H. Bruce has succeeded A. B. Wood as our mgr. Mr. Wood resigned and is now with the Tedford Com's'n Co., Inc., of Little Rock, Ark.—Filer Mill & Elvtr. Co.

## ILLINOIS.

Woodford, Ill.—Farmers are organizing an elvtr. company.

Hull, Ill.—Bradshaw Bros. contemplate the erection of an elvtr.—S.

Forreston, Ill.—The Neola Elvtr. Co. has built an addition to its office.

Dana, Ill.—I have sold my elvtr. to the Farmers Grain Co.—P. E. Beutke.

Griggsville, Ill.—W. E. Doane is building coal sheds and a warehouse.—S.

Alexander, Ill.—The Central Ill. Grain Co. is painting its elvtr. and office.—S.

Wedron, Ill.—A. T. Peterson is now mgr. for the Neola Elvtr. Co. at this station.

Arrowsmith, Ill.—J. C. Bane & Son have bot a Hall Signaling Grain Distributor.

Mazon, Ill.—The Farmers Elvtr. Co. will build a 52x100-ft. addition to its elvtr.

Dickerson sta., Foosland p. o., Ill.—W. Boulware is building a 15,000-bu. annex to his elvtr.

Bethany, Ill.—We contemplate building an ear corn elvtr.—E. A. Walker, mgr. Bethany Grain Co.

Niantic, Ill.—We are going to repaint our elvtr.—G. W. Morrison, mgr. Niantic Farmers Elvtr. Co.

Chesterfield, Ill.—I am installing new conveyors and generally repairing my elvtr.—J. T. Riggsby.

Loami, Ill.—Joy & Kloppe, stock buyers, ship ear corn here. They have no elvtr. and scoop into cars.—S.

Hadley, Ill.—The foundation for the Barry Mlg. & Grain Co.'s new elvtr. has just been completed.—S.

Standard sta., Taft p. o., Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$5,000 to \$6,000.

Middletown, Ill.—Fred Boyer has succeeded E. H. Krenz as engineer for the Middletown Grain & Coal Co.

Flannagan, Ill.—The Farmers Grain & Coal Co. has bot the elvtr. of Locker Bros. and will take possession July 1.

Midland City, Ill.—I have just placed a 15-h.p. gasoline and kerosene burner engine in my elvtr.—Geo. McElhinney.

Kenney, Ill.—I have just installed a 50-h.p. electric motor and will get my current from Mt. Pulaski.—W. M. Meyer.

Muncie, Ill.—E. V. Minor is now mgr. at the elvtr. of his father, B. B. Minor. An addition has been built to the office.

Jacksonville, Ill.—We expect to make repairs on our elvtr. to the extent of about \$500.—C. R. Lewis, mgr. Central Ill. Grain Co.

New Lennox, Ill.—H. N. Dickinson is installing temporary scales and will have his regular scales overhauled and repaired.

Wyckles, Ill.—I have just bot a new No. 2 Invincible Grain Cleaner, which will be installed upon its delivery here.—G. W. Leonard.

Redmon, Ill.—The elvtr. of Willis Brinkerhoff & Sons burned May 20, fire spreading to the town and doing damage to the amount of \$100,000.

Cushman, Ill.—We expect to build a 10,000-bu. crib and will also paint our elvtr.—L. R. McPheeters, mgr. Sullivan Elvtr. Co., Sullivan.

Leland, Ill.—Officers of the Farmers Elvtr. Co. are F. W. Hill, pres.; A. Warren, vice-pres.; C. K. Holverson, treas., and C. O. Thompson, sec'y.

Sullivan, Ill.—I expect to tear out my old driveway and replace it with a new one and will make general repairs on the interior of my elvtr.—A. P. Powers.

Bishop, Ill.—Some time ago we covered the cupola of our elvtr. with corrugated iron. We have now planned to cover the entire elvtr.—John H. Bishop, mgr. McFadden & Co.

Hervy City sta., Outten p. o., Ill.—The G. C. Outten Grain Co. is covering its elvtr. with corrugated iron. A new driveway and a new office building have also been built.—S.

Rutland, Ill.—The automatic scale recently installed in the elvtr. of the Farmers Elvtr. Co. was a Richardson Automatic, instead of a Fairbanks Automatic as reported in this column.

Bondville, Ill.—While working on the new elvtr. of S. G. Crawford, Roy Carter, a carpenter, was struck on the head by some loose boards that fell from the top of the building and was badly injured.

Markham, Ill.—J. W. Clary has been ill for some time and has not been able to manage the business of the Central Ill. Grain Co. I have been taking care of his interests during his illness.—R. B. Marshall.

Peoria, Ill.—Barney Kegel recently pleaded guilty to the charge of entering a P. & P. U. freight car in the yards and stealing several bus. of flaxseed when arraigned for trial and was placed under parole.

Curran, Ill.—The Wabash R. R. is contemplating the building of another track thru here and if this becomes a fact we will be compelled to wreck our elvtr. and rebuild it farther from the track.—Jas. J. Powers, mgr. W. B. Turnbull.

Dalton City, Ill.—The Farmers Grain Co. is building a new implement shed and has the brick on the ground for a new brick office building. Negotiations are now being carried on for the erection of a new elvtr. to replace the one burned last fall.—S.



Mt. Zion, Ill.—We will cover our elvtr. with corrugated iron.—Smith & Scott.

Sciota, Ill.—In the case of Mrs. L. E. Huff against E. E. Sapp, which involved the purchase of corn from a tenant of the plaintiff when he had failed to pay his rent, the jury returned a verdict in favor of the defendant.

I am now employed by the Peoria Board of Trade as official scale inspector and will give all my time to the scales over which they have supervision. We will try to bring the weighing facilities of the exchange up to the highest standard.—Clay Johnson.

Lomax, Ill.—We have no elvtr. at present, operating a mill only; but we contemplate the erection of an elvtr. in the distant future. Our plant is on the C., B. & Q. and is not connected with the Lomax Elvtr. Co., which is on the Santa Fe.—W. Q. Crane, sec'y Home Mfg. Co.

Stockham, Ill.—The report that W. Calhoun of Franklin has recently sold an elvtr. at this station to the Farmers Elvtr. Co. is incorrect. Mr. Calhoun writes: Information on Stockham wrong. I have never been interested at this point. Am operating at Yeomans, Pisgah and Concord.

East Lynn, Ill.—Wm. N. Ferguson, of Hoopes-ton, has bot the elvtr. owned by Thos. G. Luxton and Frank P. McCord and leased by C. H. McEwen, of Hoopes-ton, paying \$9,500 for the elvtr. and four adjoining lots. G. H. Ricketts, formerly mgr. of the Farmers Elvtr. Co. at Watseka, will be mgr.

Springfield, Ill.—Civil service examinations for the position of grain helper, salary \$75 to \$90 per month, will be held June 7 at various cities in the state. This is the entering position for the state grain inspection service. Full information will be given by W. R. Robinson, Chief Examiner, Civil Service Commission, Springfield.

Hildreth sta., Sidell p. o., Ill.—The elvtr. belonging to Miss Crimmins, bot operated by the National Elvtr. Co., burned to the ground May 13. The elvtr. contained 45,000 bus. of corn and other grain at the time of the fire. The blaze had gained such headway when discovered that nothing could be done to save the elvtr. or its contents. The loss is placed at \$30,000; fully covered by insurance.

Neelyville, Ill.—The directors of the Neelyville Farmers Elvtr. Co. contend that the company was not legally incorporated and they are not liable for notes they have signed for the company. It is contended that the business is a co-partnership and that each so-called stockholder is a partner in the business and that all are either jointly or severally responsible for the payment of the liabilities.—S.

McVey, Ill.—We have taken down our elvtr. at this station and expect to have simply a small loading apparatus here, as the conditions in this territory have been very poor for the last several years, and it does not pay to maintain a house at this point. We are building a new elvtr. at Thomasville, which we expect to be one of the best equipped country elvtrs. on the Illinois Central between Springfield and E. St. Louis.—C. B. Munday, Litchfield.

Washington, Ill.—Eli E. Heiple, for many years in the grain business at this point, died Apr. 30 at the age of 82 after an illness of a few hours. Mr. Heiple was actively engaged at his elvtr. a few hours before his death and seemed in his apparent good health. The Washington Mill & Elvtr. Co. was reported to have purchased the elvtr. of the estate, but that company writes: We have bot the coal business of E. E. Heiple. His old elvtr. is worn out and will be torn down. We have an elvtr. of our own.

Joliet, Ill.—The credit com'te which has been making an effort to straighten out the affairs of the Truby Grain Co., which recently made an assignment in favor of its creditors, has been unable to make any headway, and on May 17 Lamson Bros. & Co., to whom the grain company owe \$34,000, McKenna & Rogers and E. W.

Wagner & Co., bot involuntary bankruptcy proceedings against the company, asking that a receiver be appointed to take charge of the affairs of the firm. The liabilities have been variously placed at from \$140,000 to \$145,000 and the assets from \$100,000 to \$155,000. C. V. Barr, of Plainfield, was appointed receiver by the Federal Court.

## CHICAGO NOTES.

Work on the new elvtr. of the B. & O. Ry. Co. in South Chicago has been indefinitely suspended by order of the road officials, altho the foundations for an 875,000-bu. elvtr. have been put in.

CHICAGO CALLERS: A. E. Reynolds, of Crabb-Reynolds Taylor Co., Crawfordsville, Ind.; Jas. H. Browne, pres. R. A. Yellowlee & Co., New York, N. Y.; J. J. Fitzgerald, representative of Grain Dealers Natl. Fire Ins. Co., Sioux Falls, S. D.; John O. Foering, chief grain inspector, Philadelphia, Pa.

Applications for membership in the Board of Trade have been made by Jerome Elwell Steever, Harry Jones Renn, John R. Tomlin, Chas. H. Wayne, John Kellogg and Wallace M. Bell. Laurence H. Armour, Arthur Turnbull, Jos. P. Peurrung, Jas. F. Simpson, Seabury Davies, Robt. J. Whyte, Al. C. Geary and Harold D. McCurd have been admitted to membership, and the memberships of David Simonds, John G. Orchard, Christopher Strassheim, Wm. L. Vance, Chas. O. Kalman, O. J. Roberts, Oscar D. Wills, Thos. E. Wells and the estate of Livingston T. Dickason have been posted for transfer.

The J. J. Badenoch Co. has let the contract for the erection of a large concrete elvtr. and feed mill to the Ralph & Sumner Sollitt Construction Co. The plant will be erected on the site of the elvtr. burned last year, on the C., B. & Q. R. R. and 17th street. The storage part will be 70x47 ft.; working house 58x47 ft. at one end and 37 ft. at other end; with drier building; bleaching tower; cyclone room, engine and boiler rooms; track shed, and feed mill adjoining. The grain storage tanks will be 66 ft. deep, of square or rectangular shape, and of assorted sizes from 8x14 ft. down, and nearly 100 in number. The track shed will have two tracks and four receiving sinks, unloading cars on conveyor belts feeding to boots of the elevator legs. The working house will have grinding floor, mixing floor, bagging floor and stock floor. Included in the equipment will be 30-inch belt conveyors, 16-in. screw conveyors, bag conveyor, 5 elvtr. legs, power shovel, radial car puller, grain cleaners and feed mills. Contracts for machinery will not be let for some time.

W. M. Hopkins, mgr. of the transportation dept. of the Board of Trade, has issued Bulletin 231, calling attention to the discrimination in grain rates of shipments coming into Chicago over the A., T. & Santa Fe, C. & A., C. & E. I., Ill. Cent. and Wabash lines, these five railroads having decided not to absorb switching charges on grain except from Missouri River points. Substantially all grain coming into this market over the above roads has to pay a switching charge over and above the road haul rate, except when it goes into an elvtr. located on the tracks of the road bringing it in. Approximately the amount of grain bot in by these roads is 25% of the total receipts. All other roads, except these 5, deliver the grain to any elvtr. free of switching. The situation thus created by these 5 roads is that grain received from those lines does not generally bring as much on this market as grain received via other lines by the difference in the switching charges, amounting to an average of about \$3.50 per car, or approximately  $\frac{1}{4}$ c per bu. The situation is serious, not only as to its effect on the movement of grain to this market, but most serious to the shippers located on these railroads, who shud be advised of the situation so that they may understand why they cannot get full value for their grain on account of the discrimination of these 5 railroads when

such grain is sold in competition with the same kind of grain brought in by lines that do absorb shipping charges

## SPRINGFIELD LETTER.

J. M. Coughlin has been appointed a member of the State Railroad and Warehouse Commission.

The recently organized firm of E. B. Conover & Co. has bot the interests of the C. M. Woods Co. and will take over the business.

The Tice good roads bill was introduced in the Senate May 14 by Senator Hearn and was referred to the Com'te on county and township organization.

The Senate and House Appropriation Com'tes were asked on May 14 to endorse an appropriation for \$1,000,000 for the avowed purpose of rehabilitating the aptly called "tadpole ditch," otherwise known as the old Illinois and Michigan Canal, the money to be used ostensibly for the reconstruction of locks and the rebuilding of aqueducts between Lockport and La Salle. Behind the request, however, is the frantic desire of the Illinois and Michigan Canal Commissioners to hold down their easy jobs at the expense of the taxpayers of the state. The retention of a fat job that requires neither energy, brain nor labor is an alluring prospect which has been greatly jeopardized since the unfeeling federal government issued an ultimatum to the effect that they must put the canal in navigable condition or hand it over to Uncle Sam's care.

## INDIANA.

Albion, Ind.—Stiefel & Levy are improving their elvtr. at this station.

Delphi, Ind.—I will engage in the grain business again at this point.—T. J. Ryan.

Seymour, Ind.—The Blish Milling Co. has let the contract to J. A. Horn for a hydraulic lift and a Weller Man Lift.

Hobbs, Ind.—Hobbs Grain Co. incorporated; capital stock, \$30,000; incorporators, C. O. Jessup, L. L. Cook and B. F. Leavell.

St. Joe, Ind.—The Nathan Grain Co. of Fort Wayne has bot the elvtr. of Carmer & Reasoner and has appointed B. F. Treman mgr.

Marshfield, Ind.—We are now in possession of the elvtr. recently bot from the Marshfield Grain Co.—P. J. Wolfram, Wolfram Grain Co.

Monticello, Ind.—The Monticello Milling Co. is having J. A. Horn build a 35,000-bu. storage house adjoining the mill. The old storage house was razed.

Oxford, Ind.—The Oxford Elvtr. Co. is building a new elvtr. and will use the old house for storage.—F. B. Starz, of the Chase Grain Co., Chase, Ind.

Saratoga, Ind.—We sold our elvtr. to J. E. Morrison of Lebon and Ed Tegarden of Royal Center, and are now in the hardware business.—J. W. Owens & Son.

Jamestown, Ind.—We have torn down our old coal bins and will build new ones of 500 tons capacity, with concrete foundations and floors.—Stafford Grain Co.

Lowell, Ind.—C. E. Nichols & Co. have bot the plant of the Keilman-Kimmet Mill & Elvtr. Co. and will operate it in connection with the elvtrs. already owned by them.

Baldwin, Ind.—Clem Sorgen is now sec'y of the Baldwin Grain, Produce & Supply Co.

Jeffersonville, Ind.—We will not rebuild our elvtr., burned Apr. 20, at this point. J. Gienger & Co. contemplate building an elvtr. here.—Edw. C. Eberts, gen. mgr. Eberts & Co.

Taft, Ind.—D. L. Brookie has let contract to J. A. Horn for remodeling his elvtr. and installing new dumps, Western Sheller and Western Cleaner and increasing the storage about 6,000 bus.

Jeffersonville, Ind.—Four cars of chicken feed constituted the salvage from the 20,000 bus. of wheat that was in the elvtr.



ot Eberts & Bro., which burned Apr. 20. The insurance on the plant was \$74,000; the net loss amounting to \$30,000.

Quinn Siding (no p.o.), Ind.—The B. I. Holsier Co., of Walkerton, has let the contract to J. A. Horn for a 10,000-bu. cribbed elvtr., iron clad, gasoline power, Western Sheller, Invincible Cleaner, 1 dump, 1 leg and Fairbanks Hopper Scale.

Indianapolis, Ind.—The directors of the Board of Trade have appropriated \$200 for the employment of an attorney to take charge of the fight against the proposed increase in rates on grain from Illinois territory, the rates being under suspension until July 8.

Winchester, Ind.—Our elvtr. containing over 15,000 bus. of grain burned May 13. The fire started in the cupola and the building and machinery are a total loss. Our theory of the blaze is that it was due to an electric wire or spontaneous combustion, since it could not have been a hot box, no wheel having been turned in the elvtr. for 24 hours—Goodrich Bros. Hay & Grain Co. The loss is placed by report at \$50,000, with insurance at \$25,000.

Indianapolis, Ind.—The annual meeting of the Indiana Grain Dealers Ass'n will be held at the Palace Hotel in Cincinnati, O., June 17th and 18th, in conjunction with the Ohio Grain Dealers Ass'n and the Council of Grain Exchanges. Every grain dealer and miller of the state should attend, thus showing a proper appreciation of the Cincinnati Grain Trade and its hospitable efforts. In addition to the splendid hospitality of the Cincinnati people, you will have the pleasant and delightful experience of mingling and exchanging experiences with dealers from other states, and will have the pleasure of meeting "face to face" receivers from all the markets. The joint session will begin Tuesday the 17th at 1:30 p. m. at the Palace Hotel. The business session and other special features of our own separate Ass'n will begin at the Palace Hotel Wednesday the 18th at 9:30 a. m., and will continue until final adjournment. Let me urge you to "put your house in order" and attend the Cincinnati meeting, bring your wife and lady friends. Write Mr. Carl Dehoney, Sec'y Publicity Com'te, Cincinnati Chamber of Commerce, for hotel reservations.—Chas. B. Riley, Sec'y.

## IOWA.

Yetter, Ia.—The Quaker Oats Co. will build an elvtr.

Gaza, Ia.—The Gaza Grain & Supply Co. has been dissolved.

Ayrshire, Ia.—Geo. Edwards has bot the elvtr. of Geo. Barfoot.

Fairbank, Ia.—The Agnew Grain Co. has discontinued business.

Alden, Ia.—A. A. Burke has resigned as mgr. of the Farmers Elvtr. Co.

Eddyville, Ia.—Lamis & Hoose have built a 22x26 ft. addition to their elvtr.

Wilkie, Ia.—Farmers are interested in the organization of an elvtr. company.

Gilmore City, Ia.—The Gilmore Grain Co. has installed a 10-h.p. electric motor.

Watkins, Ia.—The Watkins Grain Co. has installed an automatic scale and a manlift.

Davenport, Ia.—The Purity Oats Co. has let contract for the erection of a \$75,000 plant.

Clarinda, Ia.—Shambaugh & Son have installed a Hall Signaling Grain Distributor.

Batavia, Ia.—Koons Walker & Co. have let contract for a new cement driveway to the elvtr.

Jacksonville sta., R. D. Harlan, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000.

Bolan, Ia.—J. A. Johnson & Co. have succeeded McSweeney & Wambeam.—Ole Rendall, Kensett.

Haviland, Ia.—The Farmers Equity Union has bot the elvtr. of the Larabee Mill Co. at this station.

Whittemore, Ia.—The Farmers Elvtr. Co. has decided to tear down its present elvtr. and build a larger house.

Duncan, Ia.—The Farmers Co-operative Co. of Garner contemplates the erection of an elvtr. at this station.

Piper sta., Rockwell City p.o., Ia.—New farmers elvtrs. will be built at this point and at Rands, R. D. Rockwell City.

Ackley, Ia.—The cats in the elvtr. of B. P. Held, burned Apr. 25, are still smoldering and frequently burst into flame.

Dows, Ia.—The Farmers Grain & Lbr. Co. has installed a 15-h.p. electric motor to replace its 12-h.p. gasoline engine.

Fernald, Ia.—The Farmers Co-operative Co. has bot the elvtr. of the B. A. Lockwood Grain Co. and will not build as reported.

Lytton, Ia.—Ed Funk, formerly mgr. of the Farmers Elvtr. Co. at this station, is now mgr. of the Farmers Elvtr. Co. at Ladora.

Iowa Falls, Ia.—I am no longer connected with the firm of Rosenbaum Bros. as traveling representative.—H. Clay Shaw.

Rockwell City, Ia.—Ass't Mgr. Kellogg has succeeded Mgr. Lawrence as mgr. of the Rockwell City Elvtr., Mr. Lawrence having resigned.

Turin, Ia.—We have finished the repairs on our elvtr. damaged by the Easter Sunday storm.—J. P. Christianson, agt. Trans-Mississippi Grain Co.

Kellerton, Ia.—Kellerton Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, G. Raugh, W. L. Frisby, G. E. Turner and G. McCullough.

Macksburg, Ia.—Sumner White of Orient will build an elvtr. and seed house at this station as soon as the C. W. & D. R. R. completes its line to this point.

Webster City, Ia.—Frank J. Turner of Fonda has bot the elvtr. of the Western Elvtr. Co., taking possession May 6. J. M. Fosdick will be retained as mgr.

Mingo, Ia.—The excavation for the foundations of the new elvtr. of the E. Squires Grain Co. has been completed and work on the superstructure will be rushed.

La Porte City, Ia.—The new elvtr. of the Producers Grain Co., now under construction, will be equipped with electric power, the current being obtained from the W. C. F. & N. interurban R. R.—Bickel Grain Co., Vinton, Ia.

Keokuk, Ia.—We will take down our present plant at an early date and rebuild on a larger scale, putting up an up-to-date plant for the manufacture of poultry feeds, corn meal, etc.—A. M. Davidson, pres. Gate City Seed Co.

Collins, Ia.—J. E. Hale has taken possession of the elvtr. recently purchased of the Neola Elvtr. Co., and the latter company has moved into the other elvtr. which it owns at this station. The Neola company will repair the elvtr. and put in new scales.

Burlington, Ia.—The elvtr. of the C., B. & Q. Ry. Co., which was leased a year ago by the Armour Grain Co. but never opened, is again the object of a possible lease. Omaha grain interests are said to be considering the advisability of putting the house into operation.

Anita, Ia.—The new elvtr. of John A. Irving, built to replace the house burned Feb. 22, will be 18x28 ft. on the ground and 30 ft. to the plate with a 15-ft. cupola. The bin capacity will amount to 7,000 bus. and will be divided into 5 bins. Automatic scales and dump will be installed.

Des Moines, Ia.—The Iowa R. R. Com's'n has decided that it has the right to order in track connections for the benefit of the public and shippers and has advised the C., M. & St. P. Ry. Co. that the tracks asked for by the Akron Mlg. Co. at Akron must be installed within the next 30 days. If the railroad company fails to comply with the order the board will take the matter to higher authorities for settlement.

## KANSAS.

Russell, Kan.—Paul D. Miller's elvtr. was burned May 22.

Haven, Kan.—O. E. Lamon of Tonkawa, Okla., is now mgr. of the Pacific Elvtr. Co.

Mt. Hope, Kan.—The Pacific Elvtr. Co. has let contract for a new elvtr. at this station.

Belpre, Kan.—G. S. Laird has succeeded Geo. McCormick as mgr. of the Farmers Elvtr. Co.

Stockton, Kan.—The Farmers Elvtr. Co. has installed a 1,500-bu. Richardson Automatic Scale.

Tisdale, Kan.—Coffey & Bartlow will soon contract for a 10,000-bu. elvtr. on the Mo. P.

Rossville, Kan.—The Chas. A. Geiger Grain Co. has bot the elvtr. of the Midland Elvtr. Co.

Cullison, Kan.—The elvtr. of the Kansas Mills Co. was struck by lightning during a recent storm.

Garfield, Kan.—The Garfield Co-operative Co. has ordered a complete Hall Special Elvtr. Leg.

Ashland, Kan.—I am now gen. mgr. for the Miller Grain Co., successors to W. H. Peters.—E. L. Rickel.

Brenham, Kan.—A farmers elvtr. company is being organized to buy one of the elvtrs. here or to build.

Gresham, Kan.—The Arkansas City Mlg. Co. is building a 12,000-bu. elvtr. of wood, iron clad.—J. G. Fay.

Mineola, Kan.—The Equity Ass'n of Mineola has let contract for an elvtr. to the P. H. Pelkey Constr. Co.

Hayne, Kan.—The Equity Exchange has let contract to the P. H. Pelkey Constr. Co. for an elvtr. at this station.

La Crosse, Kan.—The La Crosse Mlg. & Grain Co. has been organized by Henry and Fred Fose and J. W. Anderson.

Almena, Kan.—I. H. Reeves is building a 10,000-bu. elvtr. on a site adjoining the Burlington right of way.—E. H. Powell.

Mullinville, Kan.—"Uncle" Jimmy O'Neal of O'Neal & Budds, died May 20 of cancer at a Hutchinson hospital at the age of 69.

Solomon Rapids, Kan.—The Johnson-Thierolf Merc. Co. has let contract to Frank Kaucher for a 14,000-bu. reinforced concrete elvtr.

Kansas City, Kan.—Wm. Wycoff, while doing carpenter work at the Terminal Elvtr., was caught in the machinery and fatally injured.

Olathe, Kan.—C. H. Neal has accepted a position with the Norris Grain Co. and will travel Kansas, Oklahoma and Nebraska for that firm.

Osage City, Kan.—A large grain warehouse belonging to the Carlisle Com's'n Co. of Kansas City and Heilburn & Co. of this city recently burned; loss, \$1,500.

Haviland, Kan.—We will operate as the Oswald-Koelsch Grain Co. and will install a cleaner in the elvtr. recently bot from the Miller Grain Co.—Gus Oswald.

Zenda, Kan.—The recently organized farmers elvtr. company at this station will operate as the Zenda Grain & Supply Co.—E. L. Rickel, mgr. Millers Grain Co., Ashland.

Andale, Kan.—The Farmers Elvtr. Co. has let contract to Morley Bros., Haden & Plott for the repairing of its elvtr. and will install two Hall Signaling Grain Distributors.

Ramona, Kan.—Strickler & Beckner have let contract for the rebuilding of their elvtr. to Morley Bros., Haden & Plott. The new house will be up-to-date in every particular.

Salina, Kan.—Jas. P. Smith, formerly mgr. of the Salina Alfalfa Mill Co., has bot the interests of Howard Burke in the company and will assume active management again.



Meade, Kan.—The Equity Elvtr. & Supply Co. incorporated; capital stock, \$10,000; incorporators, H. N. Holdeman, J. W. Edwards, E. A. Kobs, G. H. Perkins and W. T. Gray.

Fowler, Kan.—Fowler Equity Grain Co. incorporated; capital stock, \$10,000; incorporators, W. A. Harvey, C. D. McCauley, J. F. Conrad, H. G. Holloway and W. G. Howard.

Osage City, Kan.—The elvtr. of the Osage City Grain & Elvtr. Co., of which F. B. Bonebrake is mgr., was struck by lightning at 2:30 a. m., May 12, and burned to the ground; loss on building, \$7,600; on grain, \$3,000.

Naron, Kan.—Naron Grain Co. incorporated at this station and at Iuka; capital stock, \$10,000; incorporators, C. M. Clark, Iuka, H. S. Zinn and F. B. Crooks, Hutchinson, H. W. Hargiss, Emporia, and F. J. Byers, Kokomo, Ind.

Newton, Kan.—Our company has been incorporated for \$100,000, with the capital stock all paid in. Our officers are H. W. Johannantgen, Lindsborg, pres.; J. W. Bramblett, Lindsborg, vice-pres., and myself, sec'y and active mgr.—S. H. Moore, Newton.

Olmitz, Kan.—The Claflin Mill & Elvtr. Co. has let contract to the P. H. Pelkey Constr. Co. for a cribbed elvtr., the plant to include an office, engine room and warehouse. The equipment will include a Richardson Automatic Scale, oil engine, Fairbanks Wagon Scale and Steel Elvtr. Leg.

Osborne, Kan.—I have just started work on my 15,000-bu. elvtr. with a 5,000-bu. old storage bin attached. I will install a 12-h.p. gasoline engine, a 1,250-bu. elvtr., 1,250-bu. automatic scale, manlift and cleaner. The building will be of studded construction and will be covered with corrugated iron.

Liberal, Kan.—The Farmers Equity Exchange has bot the following elvtrs. on the Rock Island R. R. between here and Pratt: the elvtrs. of the Larabee Mill Co. at Haviland and Erenam; the Southwest Grain Co. at Fowler and Mineola; H. H. Butler at Mead and O'Neal & Budds at Mullinville.—C. B.

Larned, Kan.—The annual meeting of the Kansas Farmers Grain Dealers Ass'n was held in this city May 20, with more than a hundred dealers in attendance. Plans for the protection of the mutual interests of the ass'n were discussed. Among the speakers were A. Lyons, pres., Langdon, Kas.; A. H. Luffer, A. A. Doerr, Dean J. H. Miller, Kansas State Agricultural college.

The freight car supply question will be thoroly investigated by the Kansas Public Utilities Commission with a view of issuing such orders as will be necessary to relieve the annual car shortage in the grain shipping season. The decision to probe the situation to the limit is the result of a petition of the Santa Fe Ry. Co. asking an increase in the minimum weight charges on grain.

Zenith, Kan.—Messrs. Blunt and Cooper of St. John have bot the elvtr. of Wolf & Albertsen. Both men are well known to the grain trade, Mr. Blunt having been connected with the St. John Elvtr. Co. for some time and also with the Sturgeon Grain Co. of Belpre, while Mr. Cooper is a director and local mgr. of the Farmers Grain & Coal Co. of St. John. Mr. Blunt will be mgr. and the firm will operate as the Blunt-Cooper Grain Co.

Dodge City, Kan.—I have made extensive repairs on my elvtr. at Wright and now have a capacity at that station of 6,000 bus. I installed a 7-h.p. engine, automatic scale and car loader. I also built an office and deepened the pit. The elvtr. is operated as the Farmers Grain Co., but belongs to me individually, as I have bot out the other stockholders. I also operate as the Wing Grain Co. at Ensign, Kan., and am building an elvtr. of 4,000 bus. capacity at 10 Mile Post, a siding on the D. C. & C. V. R. R. near Ensign. I also have an interest and

am mgr. of the Farmers Elvtr. Co. at this city. I have secured sites at Montezuma and Satunta, but will not build this year as crops are short.—W. P. Kliesen, "Kafir Corn Bill."

## WICHITA LETTER.

I. H. Blood, who has been traveling for Goffe & Carkener, will take charge of Norris & Co.'s office here June 1.

Attorney Gen. Dawson has advised the directors of the Board of Trade that the establishment of a Board of Trade sampling and inspection dept. will be in violation of the state law.

Extensive repairs are being made on the Sedgwick Bldg., in which the Board of Trade has its trading hall. A new entrance will be made to the building and the size of the trading hall will be increased.

The Board of Trade will entertain the grain dealers and millers of the southwest in this city June 11 and 12, at the annual mid-summer convention. An interesting program has been arranged. E. M. Kelly, N. H. Keith and W. J. Anderson have been appointed as a com'te for the convention.

John Cormerias, formerly traveling representative of the Kemper Grain Co., has bot suit against the company for damages to the amount of \$25,000. The trouble is due to a dispute over the property rights of a number of shares of stock in a subsidiary of the grain company. He alleges that the defendants slandered him by accusing him of taking the stock certificates from a safe surreptitiously.

The Wichita Terminal Elvtrs. Co. incorporated; capital stock, \$250,000. Among the directors are C. L. Davidson, C. W. Southward, L. W. Clapp, Chas. H. Hatton, A. S. Parks, C. H. Smyth, Harvey D. Grace, R. L. Holmes and Paul Noble. The Board of Trade will take about \$50,000 worth of the preferred stock, which will amount to \$200,000, the balance, \$50,000, being common stock. The company will build a concrete elvtr. of 900,000 bus. capacity, with a handling house of 100,000 bus. capacity adjoining, at a cost of \$200,000.

## LOUISIANA.

Crowley, La.—The Standard Rice Mfg. Co. will build a 130x200-ft. warehouse.

New Orleans, La.—C. W. Hayward has been appointed to take charge of the recently organized hay and grain dept. of the Board of Trade, which is to work under the supervision of the bureau of freight and transportation. Mr. Hayward was formerly asst. commissioner of the bureau and for the last year has had charge of the transportation bureau of Paducah, Ky.

Receipts of grain at New Orleans during April included 1,158,000 bus. of wheat, 78,000 of corn and 254,000 bus. of oats; compared with 32,000 of wheat, 29,000 of corn and 181,000 bus. of oats received during April, 1912. Shipments for the month included 1,577,000 bus. of wheat, 357,000 of corn and 23,000 bus. of oats; compared with 49,000 of wheat, 130,000 of corn and 1,000 bus. of oats shipped during April, 1912.—H. S. Herring, sec'y Board of Trade.

## MARYLAND.

Baltimore, Md.—Frank Holtzman, employed in Elvtr. No. 1, of the Nor. Cen. Ry. Co. at Canton, recently had his left leg badly crushed when it was caught in the rope of the car puller.

## MICHIGAN.

Coral, Mich.—We have installed a new bean polisher in our elvtr.—Chapple & Skeoch.

Pinconning, Mich.—The Farmers Elvtr. Co. has bot a lot and will probably build an elvtr. The capital stock has been increased.

Onaway, Mich.—Arthur E. Starks, former mgr. for the Saginaw Grain Co. has severed his connection with the company and will engage in business on his own account.

Pewamo, no p. o., Mich.—The Farmers Elvtr. Co. incorporated; capital stock, \$25,000. The new company has bot the elvtr. of G. S. Young & Son, taking possession May 1. Jas. Bower is mgr.

Middleton, Mich.—The Farmers Elvtr. Co. has been organized here with a capital stock of \$35,000. The new company will build a plant 30x108 ft., the elvtr. proper to be 30x36 ft. and 60 ft. high. The equipment will be up-to-date and first-class in every way. Geo. R. Banton has the contract.

Flint, Mich.—The annual meeting of the Michigan Hay & Grain Dealers Ass'n will be held in this city, July 30-31. We have mailed 536 personal letters from this office to Michigan shippers soliciting their membership for the ass'n and I ask the co-operation of every member of the ass'n to increase the membership.—M. G. Ewer, sec'y, Detroit.

Shepherd, Mich.—The Farmers & Gleaners Elvtr., a co-operative plant, was sold May 14 under foreclosure of mortgage, to 5 farmer directors, who bid in the property to protect themselves on notes they had given amounting to \$9,500, to local banks to tide the losing venture along. Other stockholders had aided the business by signing notes for \$2,300 more, and the original stockholders sunk \$6,300. Thus the farmers put in \$18,000, and since organization 18 months ago the co-operative society handled 20,000 bus. of beans, and had put in nearly \$1 for each bushel of beans bot and sold. Emmett A. Murphy, mgr. for the farmers, says: "We didn't have capital enough. The farmers wouldn't come thru with the money. We bot beans, all right, but we couldn't afford to hold them for the market to rise. We had to ship right away at any price we were offered, and then draft for the beans shipped and get the money before we could buy any more. We didn't have any trouble in finding a market. The big jobbers all treated us fine. They paid us just as high a price as they did any independent dealers. The farmers were too stingy. They thought when they had the elvtr. ready for business that was the end of it. They weren't willing to put up any money to do business with."

## MINNESOTA.

Prior Lake, Minn.—John Waln has started work on his new elvtr.

Dalton, Minn.—The elvtr. and feed mill of A. O. Floren has been closed for the season.

Houston, Minn.—The Farmers Elvtr. Co. has let contract for a 20,000-bu. elvtr. to cost \$4,670.

Le Sueur, Minn.—Farmers are interested in the organization of an elvtr. company at this station.

Thief River Falls, Minn.—The Tessum Grain Co. has increased its capital stock from \$20,000 to \$80,000.

Johnson, Minn.—The West Elvtr. Co., incorporated; capital stock \$10,000; incorporators Wm. Rixa, Jr., J. M. Geheren and Chas. N. Evans.

Atwater, Minn.—The farmers of this vicinity have decided to join forces with the Farmers Co-operative Elvtr. Co. and a re-organization will be effected.

Mallory, Minn.—H. B. Hannah, formerly mgr. for the St. Anthony & Dakota Elvtr. Co. at this station, is now mgr. for the Federal Elvtr. Co. at Davidson.

Renville, Minn.—We are repairing our elvtr., installing a new Gerber Distributor, elvtr. head and dump. This station has shipped over 750,000 bus. of grain this season.—J. J. Moughan, Pacific Elvtr. Co.

Davidson, Minn.—I have resigned as mgr. of the Federal Elvtr. Co. at this station and have been succeeded by H. B. Hannah, formerly agt. for the St. Anthony & Dakota Elvtr. Co. at Mallory.—A. A. Hannaford.

Ellsworth, Minn.—We are building a 35,000-bu. elvtr. to replace the house burned Mar. 14. The new elvtr. will be up-to-date and will be equipped with an



automatic scale.—C. W. R. Christian, agt. Davenport Elevtr. Co.

Mapleton, Minn.—I have bot the elvtr. of H. J. Wadell at this station and will take possession July 1. I cannot tell just what changes I shall make as yet, but rather expect to build a new office at least and to install a car loader.—J. S. Emerson, formerly of the La Moure Grain Co., La Moure, N. D.

#### MINNEAPOLIS LETTER.

A traveling representative's license has been issued by the Chamber of Commerce to F. W. Stahler to represent the John Miller Co.

H. L. Elliott & Co. have taken over the grain, hay and feed business of John McGregor & Co., the latter firm having retired from business after more than 30 years in the trade.

Henry Moreton, formerly representing Finley Barrell & Co., will in future represent the Bartlett-Frazier Co., while Chas. E. Lewis will succeed him as representative of Finley Barrell & Co.

The Chamber of Commerce membership of L. C. Andrews has been transferred to Chas. E. Titterud and that of J. F. White to P. B. Getchell. The following requests for transfer have been posted: Geo. C. Harper to C. M. Owen, C. L. Spaulding to A. Campbell, C. O. Kalman to J. P. Hennessy and P. B. Getchell, No. 2, to A. G. Tanton.

M. E. Scroggins, a member of the Chamber of Commerce, was recently suspended by the directors of the exchange for 30 days for alleged uncommercial conduct. The charges were brot by the investigating com'te and related to a verbal deal. Scroggins insisted that it was merely a misunderstanding and not an attempt to secure an advantage.

The grain and milling com'te of the Chamber of Commerce at its meeting of May 20 directed that members be advised to pay no bills for grain doors in excess of \$1.20 per car pending further and more definite advice. The com'te has its own reasons for this action and will at once undertake to determine settlement of a fair charge per car, and by whom said charge shall be assumed.

Mrs. Catherine Bowers has brot suit to recover \$4,037.50 alleged to have been lost in speculation in futures, the defendant in the case being Gideon E. Clark. Mrs. Bowers claims that Clark advertised himself as a stock broker, buying and selling futures for 1-16c per bu. on grain and 25c a share on stocks and bonds. She further states in the petition that customers dealing with Clark advanced 1c on each bu., and \$1 on each share of stock to be purchased. If the market changed, she said, customers were required to "cover," and in so doing she paid over to Clark \$4,037.50, though she said, no transactions were made. The losses were incurred between April and September, 1912. Clark is not listed as a member of the Chamber of Commerce.

#### MISSOURI.

Reeds, Mo.—J. T. Prigmore will begin work on his elvtr. in the near future.

Kearney, Mo.—Work has been started on the elvtr. of the T. H. Henderson Mlg. Co.

St. Charles, Mo.—Edw. T. Robbins contemplates building an elvtr. on the M., K. & T.

Ash Grove, Mo.—The Ash Grove Flouring Mill & Electric Co. incorporated to deal in flour and grain; capital stock, \$50,000.

Mayview, Mo.—We are building a warehouse at this station, equipped to elevate wheat into cars and contemplate building an up-to-date elvtr. next season.—Eagle Mill & Elevtr. Co., Higginsville.

Springfield, Mo.—The Eisemayer Mlg. Co. will build a 100,000-bu. concrete elvtr. in addition to its present grain storage plant. The elvtr. will be divided into six tanks, and will be absolutely fireproof thruout. The plans were drawn by the

Southwestern Engineering Co., and the work will be done by local contractors.

Sedalia, Mo.—The Sedalia Mlg. Co. has completed the repairs on its elvtr., which now has a capacity of 40,000 bus. Three stands of elvtrs., two for small grain and one for ear corn, were installed. A corn sheller, drag conveyor to take grain from car to boot, two wagon dumps, wheat cleaner, corn cleaner and manlift were also added to the equipment. J. A. H. Whaley did the work.

Westboro, Mo.—We are building an elvtr. on the Tarkio Valley branch of the C. B. & Q. to replace the one burned Feb. 12. The house will be on a concrete foundation, which has been finished, and will be built of wood. It will be so arranged that the mgr. will have nothing to do except operate the dump and can put in the rest of his time fixing cars for the R. R. Co., so that we can load grain. We will put in 16x6 in. buckets, 16 ins. apart, so as to run on a 40-in. head pulley and expect to be able to load 100 bu. in 4 min. The dump will hold 2,000 bus. and will be divided in the center, making 1,000 bus. in each dump bin. The elvtr. and dump will hold 10,000 bus. and the building will be 24x20 ft. on the ground and 50 ft. from track level to the top. The dump will be 24x12 ft. and 18 ft. deep on low side, 10 ft. on high side.—Westboro Grain Co., McKee Bros.

#### KANSAS CITY LETTER.

F. C. Hoose will succeed S. H. Miller as mgr. of the Norris Grain Co.'s Kansas City office June 1.

Members of the Board of Trade have petitioned the directors of the exchange to urge the officials of the Missouri River Navigation Co. to make this point a grain export market by the river route, as they believe that a direct water route to the gulf wud be a great aid to the grain trade.

#### ST. LOUIS LETTER.

The Plant Cereal Development Co. incorporated to deal in grain and plants; capital stock, \$10,000; incorporators, Wm. Grafeman, Geo. C. Dyer, Theo. Lange and S. J. Davis.

The complaint of the Pendleton Grain Co. against the Terminal R. R. Ass'n of this city will be heard before the Interstate Commerce Commission June 17, before Special Examiner Henderson.

Grain men of this market look for a large crop of wheat, oats and hay. Movement to this market slow and slight at this time, and dealers look for these conditions to continue until the new crop begins to move.—A. R. B.

John C. McPhail, C. S. Dayton and Harry B. Anspacher have been admitted to membership in the Merchants Exchange and David Rothschild, Philip Burg and Wm. F. Nichol have resigned from membership.—Eugene Smith, sec'y.

Frederick W. Humes, pres. of the F. W. Humes Flour Co. and a member of the Merchants' Exchange, took his own life May 15, by shooting himself in the head in the toilet room of an incoming train. Mr. Humes was returning from Cape Girardeau, Mo., and is said to have been worried over financial matters.

The suit of the Albers Com's'n Co. against John T. Milliken and his associates, growing out of the alleged manipulation of a corner in wheat which made it impossible for the com's'n company to make deliveries of contract grain, has been carried to the U. S. Supreme Court after 10 years' litigation in the lower courts. C. H. Albers, the defendant, and Corwin Spencer, one of the principals on the other side, have died since the suit was started.

The John Mullally Com's'n Co. has notified the trade that owing to the death of its pres., John Mullally, it discontinued receiving new business May 15 and will retire from business. Martin Mullally, Vincent M. Jones and Henry M. Wise, mgrs., will all continue in the grain business, Martin Mullally, vice-pres. of the old company, having announced that he will

engage in the grain, hay and seeds commission business under the name of the Martin Mullally Com's'n Co., with offices in the Chamber of Commerce Bldg.

#### MONTANA.

Kremlin, Mont.—I am building an elvtr. at this station.—H. Earl Clack, Harve, Mont.

Poplar, Mont.—Scott Smith is building an 18,000-bu. elvtr. and warehouse.—A. J. Hole.

Saco, Mont.—The Cullen Elevtr. Co. of Leeds, N. D., has bot the interests of Jordan & Miller in the Saco Elevtr.

Gilman, Mont.—C. F. Cargo, formerly mgr. of the Montana Central Elevtr. Co., is now located at Cochranton, Pa.

Homestead, Mont.—A farmers elvtr. will be built here during the summer.—H. C. Fraley, agt. Montana & Dakota Elevtr. Co.

Grassrange, Mont.—C. R. McClave of the Montana Flouring Mills Co. says that his company probably will build an elvtr. at this point.

Fallon, Mont.—Our elvtrs. at this station and at Marsh were closed Apr. 1.—L. W. Smith, agt. Eastern Montana Elevtr. Co., Intake.

Benchland, Mont.—The Benchland Farmers Elevtr. Co. has installed a new 25-h.p. gasoline engine, which is a complete success. So with a new engine and Wiley Scott as a new mgr. the Benchland Farmers Elevtr. Co. is looking forward to a successful season. K. Tillotson, former mgr., resigned.

#### NEBRASKA.

Helvey, Neb.—Thos. Moles is now mgr. for the Lincoln Grain Co. at this station.

Uehling, Neb.—The Farmers Grain & Stock Co. has installed a gas engine at the elvtr.

Gould, no p. o., Neb.—N. Gould will build an elvtr. at this station, which is a new town.

Chalco, Neb.—The elvtr. of the Duff Grain Co. has been closed for the season.—Robt. W. Jark, mgr. Chalco Elevtr. Co.

Ames, Neb.—The recently organized Dodge County Farmers Co-operative Union has bot the elvtr. of Johnson & Graham.

Naponee, Neb.—The Naponee Mlg. Co. is remodeling its elvtrs. The Republic Valley Grain Co. has built a new elvtr. and corn sheds.

Hordville, Neb.—H. G. Carpenter, formerly mgr. for the T. B. Hord Grain Co., has succeeded G. C. Grosvenor as mgr. of the Farmers Elevtr. Co.

Valparaiso, Neb.—The elvtr. of the Valparaiso Grain & Lbr. Co. was unroofed and the lumber sheds of the company wrecked in the small tornado of May 19.

Nebraska City, Neb.—The Jones Grain Co. has filed an agreement of dissolution. Mt. Clare, Neb.—The Farmers Union contemplates building an elvtr.

Laurel, Neb.—Peck & Larson will operate the elvtr. recently bot by them under the name of the Peck & Larson Independent Grain Co.—H. Ryan, mgr. Laurel Roller Mills.

Wareham, Neb.—The elvtr. of the Atlas Elevtr. Co. was struck by lightning at 4 a. m., May 13, and a hole was burned in the roof. Hard work saved the building and contents.

Thayer, Neb.—H. W. Busch, formerly mgr. for the T. B. Hord Grain Co. at Stromberg, has succeeded Andrew Sinamark as mgr. of the Farmers Elevtr. Co., Mr. Sinamark having gone to Nickerson, where he will be mgr. for the recently organized Farmers Union.

Nickerson, Neb.—Andrew Sinamark is now mgr. for the recently incorporated Farmers Union Co-operative Ass'n, which took over the 20,000-bu. elvtr. of the Holmquist Elevtr. Co., Apr. 1. We will operate on a strictly co-operative basis.—Norman E. Shaffer, sec'y.



Edgar, Neb.—I have resigned as mgr. of the Farmers Commercial Ass'n and A. D. Skinner will succeed me June 15. I have leased the elvtrs. of N. S. Shannon at this station and at Davenport and will engage in the grain and stock business on my own account. I was mgr. here for nine years.—C. D. McNay.

## OMAHA LETTER.

The Union Grain & Elvtr. Co. discontinued business Apr. 1.

The storm of May 14 slightly damaged the elvtr. of the Trans-Mississippi Grain Co. at Council Bluffs. The north and south walls of the working house, 100 ft. above the ground, were thrown out of plumb and several windows blown out. The repairs will cost \$1,000, but will not stop operations, as careful tests show the scales in the working house are still in perfect condition.

We have just organized a new company and have bot the terminal elvtr. at Council Bluffs formerly leased by the Union Grain & Elvtr. Co. J. B. Adams is pres. of our company and owns elvtrs. at Sac City, Schaller and Galva, but our company has nothing to do with the operation of these houses. Halsey Odell is vice-pres., J. S. Hedelund sec'y and I am treas. and mgr.—Geor. C. Johnson, Iowa Elvtr. Co.

## NEW ENGLAND.

St. Albans, Vt.—The St. Albans Grain Co. will build an elvtr.

Meredith, N. H.—Morrill & Philbrick have bot the grain and grocery business of Alfred Perkins and the grain business of J. W. Beede & Co.

Bristol, Conn.—Lester W. and Sam J. Goodsell have taken over their father's interests in the firm of W. O. Goodsell & Sons, Mr. Goodsell, Sr., retiring from active business.

Plymouth, N. H.—Thos. F. Clark, a retired grain dealer, died May 16 at the age of 77. In 1870 he engaged in the grain business at Indianapolis, Ind., operating as Gallup, Clark & Co. with an elvtr. at Farmer City, Ill., of which Mr. Clark was mgr. He retired in 1888.

New Haven, Conn.—The J. T. Benham estate and W. E. Crittenden Grain Co. have consolidated and incorporated as the Benham-Crittenden Co., with a capital stock of \$100,000. W. E. Crittenden will be sec'y-treas. and R. T. Benham pres. and sales mgr. The firm of J. T. Benham was established in 1871 and the Crittenden company in 1860. John T. Manson is also interested in the new company.

Boston, Mass.—The three masted schooner Ellen M. Golder has been converted into a floating grain elvtr. by the directors of the port, pending the erection of an elvtr. at the Commonwealth Pier. The floating elvtr. will convey grain from the elvtrs. at Mystic docks, Hoosac and East Boston to the pier and there transfer it to the Hamburg ships. The boat was built in Bath, Me., in 1875, and measures 152 ft. 5 in. in length, with a 35 ft. beam and a depth of 17 ft. 1 in. The elvtr. will have a capacity of 20,000 bus. when completed. Plans for a permanent elvtr. on the pier are well under way and an up-to-date house will probably be constructed within the year.

## NEW JERSEY.

Jersey City, N. J.—The Long Dock Mill Co. incorporated to deal in grain, hay, etc.; capital stock, \$150,000; incorporators, J. J. Tracey, J. Milton and J. S. Griffith.

## NEW YORK.

New York, N. Y.—Chas. V. Gaffney has applied for membership in the Produce Exchange.

Newark Valley, N. Y.—C. W. Decker contemplates the erection of a 28x80 ft. grain warehouse.

New York, N. Y.—Edward H. Dodds has been admitted to partnership in the firm of Muir & Co.

Penn Yan, N. Y.—A warehouse of Harry Hall, containing a quantity of grain, burned May 1; loss, \$15,000; insurance, \$10,000.

New York, N. Y.—H. H. Sevier & Co., successors to L. G. Quinlin & Co., have moved to new offices on the corner of Broadway and Wall str.

Riverhead, N. Y.—Robinson & Erler, Inc., incorporated to deal in grain, hay, etc.; capital stock, \$2,000; incorporators, Ernest M. and J. F. Robinson and B. Erler.

## BUFFALO LETTER.

The Eastern Grain Co. has moved into new offices in the Marine Bank Bldg.

J. Meyer has bot the property of Tindle & Jackson and will build an addition to his malt house at a cost of \$110,000.

The New York State Ass'n of Sealers of Weights and Measures will be held in this city May 20-22, the Corn Exchange and Western Elevating Ass'n entertaining the delegates, who will probably number 225.

C. S. Anderson, formerly with the M. C. Burns Flour & Feed Co., and V. J. Northern of the G. N. Murphy Grain Co., have formed the Consolidated Flour & Feed Co. and opened offices in the Chamber of Commerce Bldg.

The 700,000-bu. elvtr. of the Erie Ry. Co., leased by Nye, Jenks & Co. and operated as the Buffalo Grain Co., burned to the ground, May 15. The fire was discovered at 1:40 p. m. in the cupola of the building and spread rapidly, reaching 28 carloads of grain near the elvtr. and totally destroyed them. The Buffalo Grain Co. writes: We find that the actual amount of grain in store in the elvtr. at the time of burning was 497,000 bus., composed of wheat, corn, oats, rye, barley, buckwheat, kafir corn and a few cars of other milling commodities, with an approximate loss of \$350,000 on the grain and about \$100,000 on the building and appurtenances, fully insured. This grain belonged to several different parties, but mostly in cars of the railroads, who were shipping it forward to the seaboard. The Armour Grain Co. has purchased the entire salvage. As for the rebuilding of the elvtr., it is what might be termed an absolute necessity in order to secure added facilities for the port, which are gradually being taken away through the loss of wooden houses thru fire or otherwise. This subject is now under advisement and consideration by the proper officials of the Erie Railroad.

## NORTH DAKOTA.

St. Thomas, N. D.—The elvtr. of Jas. Whelan will be thoroughly overhauled.

Tolley, N. D.—The elvtr. of the Atlantic Elvtr. Co. is closed.—H. M. Christie.

Berwick, N. D.—The Farmers Elvtr. Co. is reported to have decided to sell its elvtr.

Hankinson, N. D.—The Farmers Mill & Elvtr. Co. will raise its elvtr. and remodel the building.

Harlow sta., Fillmore p. o., N. D.—A farmers elvtr. company is being organized at this station.

Vashti sta., Pingree p. o., N. D.—The Star Elvtr. Co. of Jamestown will build a 40,000-bu. elvtr. at this station.

Carson, N. D.—I am now in charge of the elvtr. of the Occident Elvtr. Co. at this station.—F. W. Helder, formerly at Melville.

Addison, N. D.—The Farmers Elvtr. Co. has bot the lumber yard of Hans Piper and will handle lumber in addition to grain and coal.

Adams, N. D.—J. S. Broberg, formerly mgr. of the Eldorado Elvtr. & Trading Co., at Taft, is now mgr. for the Farmers Elvtr. Co.

La Moure, N. D.—I am now sole owner of the former firm of Johnson & Emerson

and will operate as the La Moure Grain Co.—A. H. Johnson.

Rock Lake, N. D.—I have succeeded W. H. Furry as mgr. for the John D. Gruber Co., being transferred from the elvtr. of the same company at Elsberry.

Melville, N. D.—Mr. Turner will succeed me as mgr. of the Occident Elvtr. Co. at this station. I have been transferred to the elvtr. at Carson.—F. W. Helder.

Hoving, Milnor p. o., N. D.—The Farmers Equity Elvtr. Co. incorporated; capital stock \$10,000; incorporators Magnus Peterson, J. E. Miller and Nils Lanneberg.

Flushing sta., Inkster p. o., N. D.—Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, Dan Dunlop, Andrew Hoyer and Frank Finley.

Turtle Lake, N. D.—I am now in charge of the elvtr. of the Occident Elvtr. Co., succeeding J. M. Buscher, who died suddenly during April.—J. J. Brucher.

Mandan, N. D.—The elvtr. of the Occident Elvtr. Co. has been closed for the season and I have been transferred to the elvtr. at Turtle Lake.—J. J. Brucher.

Milnor, N. D.—The Farmers Elvtr. Co. has leased the elvtr. of the Thorpe Elvtr. Co. for one year beginning July 15, and the elvtr. will be closed until that date.—Jos. Melaas.

Taft sta., Hillsboro p. o., N. D.—J. S. Broberg has resigned as mgr. of the Eldorado Elvtr. & Trading Co., and is now mgr. of the recently organized Farmers Elvtr. Co. at Adams.

Northwood, N. D.—We have secured additional ground from the R. R. Co. and will build a 15,000-bu. addition to our elvtr. and also additions to our coal sheds.—Thos. Pendergast, mgr. Farmers Elvtr. Co.

Cayuga, N. D.—The St. Anthony & Dakota Elvtr. Co. is repairing its elvtr., tearing down the old double leg and installing a single leg of greater capacity. We will also lengthen the driveway and repair the cribs.—Alfred Okeson, agt.

Minto, N. D.—The elvtr. of the National Elvtr. Co. was threatened with destruction when fire was discovered in the engine room, the blaze starting from the exhaust. The engine room was badly damaged, but the main building was saved.

Milton, N. D.—While the driver of a four-horse team was attempting to back them down the driveway at the elvtr. of the Farmers Elvtr. Co., a 125 bus. tank of wheat broke loose and went thru the railing, dropping 5 ft. to the ground and carrying the wagon box with it. The horses became frightened and the leading team also fell over the railing, but were unhurt.

Sherwood, N. D.—The Farmers Elvtr. Co. is building a new office, vault and engine room to replace the building burned Feb. 4. A 200-bbl. cistern will be dug under the engine room and a pump installed and connected to the engine. A pipe from the well will be run to the top of the elvtr. and hose attached at every floor. A 30-h.p. engine will also be installed and the roof of the driveway will be raised so as to give room for another story where three new cleaners will be placed. A car loader will also be added to the equipment.

## OHIO.

Grove City, O.—Eesley Bros. have bot the elvtr. of A. J. Schafer & Co.

Coldwater, O.—The elvtr. of Fox & Hess is being enlarged and new machinery installed.

Wakeman, O.—T. P. Kellogg and W. F. McCann of Norwalk have bot the elvtr. of Close & Peeks.

Upper Sandusky, O.—The U. S. Cereal Co. has increased its capital stock from \$10,000 to \$20,000.

Wapakoneta, O.—E. C. McCullough, mgr. of the Wapakoneta Grain Co., recently fell from a car of posts and was painfully injured. It is feared that his spine is hurt.



Hilliard, O.—A. J. Shafer & Co., formerly of Grove City, have purchased the flouring mill of Thomas Herbert and will take possession at once.

Reesville, O.—We are remodeling our elvtr. and installed a new dump, extra stand of elvtrs. and 1,000-bu. sink for wheat.—O. W. Linkhart & Son.

Worstville sta., Payne p. o., O.—John Marquardt is rebuilding the elvtr. burned Nov. 23, 1912. The machinery is nearly all set and he expects to have the house in operation July 1.

Findlay, O.—The Ohio Hay & Grain Co. recently lost a quantity of hay which had been spread over a field to dry after the flood and was set on fire, presumably by small boys.

Fostoria, O.—The Fostoria Grain Co., incorporated; capital stock \$50,000; incorporators J. L. Cruikshank, Geo. L. Kraft, A. T. Ward, M. G. Bennet and H. A. Corrigan.

Cleveland, O.—We expect to build a new concrete elvtr. but have not let contract as yet. The Burrell Engineering & Constr. Co. is drawing the plans and specifications for us.—The Lake Shore Elvtr. Co.

Hoytville, O.—We expect to increase the elevating capacity of our elvtr. J. D. Burgoon is pres. and J. T. Marshland, sec'y of our company.—Hoytville Grain Co. The company has just bot the elvtr. of Cruikshank & Bennett.

The Ohio Grain Dealers Ass'n will not have a lengthy program at the Cincinnati meeting June 17 and 18. The morning of the 18th will be reserved for business, such as the routine reports of com'tes and the election of officers.

Circleville, O.—C. E. Sears & Co. will build an elvtr. on the H. M. Crites' farm near this city and will establish branch stations at Atlanta, New Holland, Ashville, Lockbourne and Canal Winchester. They have a corn mill now under construction at this point.

Tremont City, O.—The elvtr. of Omer Snyder was threatened with destruction when the depot of the D. T. & I. was struck by lightning, at 4 a. m., May 14, and burned to the ground. The elvtr. was only a few feet from the burning building but the hard work of a bucket brigade saved it.

Mansfield, O.—A meeting of the stockholders of the Bowden-Snyder Co. will be held June 10 and the company will be formally dissolved. Sherman Bowden has purchased the interests of the other stockholders and will engage in the wholesale grain and hay business on his own account.

Bellevue, O.—E. F. Lienhard, sec'y of the W. H. Gardner Grain & Mfg. Co., filed a petition in bankruptcy May 17, scheduling his individual liabilities at \$25,675, one of the largest items being \$9,000 which he owes the grain company. In addition to this, Mr. Lienhard has given notes for the W. H. Gardner Grain & Mfg. Co. to the amount of \$38,000. His personal assets, consisting of stock in the company and property, are listed at \$27,100. Following his action, the stockholders of the grain and mfg. company, held a meeting and a reorganization of the company was effected. D. C. Calhoun, a director, was selected to succeed W. H. Gardner, vice-pres., who resigned, and will also be gen. mgr. of the new organization. R. H. Nagle will succeed Lienhard as sec'y and treas., with Wm. Keiner, bookkeeper, as his ass't. The company owns two elvtrs. and a mill at this station and elvtrs. at Franks, Flatrock, Colby and Omer. The business at this station will be continued but the four outside elvtrs. will probably be sold.

#### CINCINNATI LETTER.

The entertainment committee, of which Joseph Van Leunen is chairman, held a special meeting on May 22 to arrange for the coming triple conventions to be held in Cincinnati on June 16, 17 and 18.—S.

Grain shipments into the Cincinnati market during the past two weeks registered at the Chamber of Commerce were heavier than for several months, some of

them being delayed cars held up on some side track since the flood.—S.

The Grain and Hay Exchange and the Board of Directors of the Chamber of Commerce have modified the ruling on grain and hay shipments at this market. The former ruling required that destinations of car lots of grain and hay be reported when the Chamber of Commerce certified out a shipment. Patrons of the shipper were those uncovered and rivals had a chance to cut in on the business. For this reason the rule was changed, so that only the State or shipping district, and the rate need be reported.

#### OKLAHOMA.

Snyder, Okla.—S. D. Bailey has bot the elvtr. of Cole & Sayers.

Braman, Okla.—We have bot the elvtr. of Beutke Bros.—Goode & Thomas.

Ponca City, Okla.—Morrison Bros. will install two Hall Grain Distributors.

Hydro, Okla.—McCafferty & Thorp are installing a Monitor Cleaner in their elvtr.

Lawton, Okla.—We have succeeded Humphrey & Campbell.—Lawton Mill & Elvtr. Co.

Cordell, Okla.—The Oklahoma City Mill & Elvtr. Co. will build an elvtr. at this point.

Norman, Okla.—The Norman Mfg. & Grain Co. is making improvements at its plant.

Stecker, Okla.—The Volney Moore Grain Co. will install new machinery in its mill and elvtr.

Piedmont, Okla.—M. Lusche is building a 10,000-bu. frame elvtr. on the St. L., El. R. & W. Ry.

Blackwell, Okla.—W. J. Lambe has bot our elvtr. here, and will take possession at once.—Beutke Bros.

Oklahoma City, Okla.—The Russell-Duncan Co. has let contract for a peanut plant and Monitor Machinery will be used.

Fargo, Okla.—The firm name of the Fargo Grain & Seed Co. has been changed to the C. B. Cozart Grain Co.—A. R. B.

Marshall, Okla.—C. J. Minett has bot the elvtr. formerly operated by the Wirt Lyons Grain Co. and has had it repaired and painted.

Madill, Okla.—We have abandoned the idea of building a mill at this station as contemplated.—Hubert Marsh, sec'y-treas., Marsh Mfg. & Grain Co.

El Reno, Okla.—The El Reno Mill Co. will build a 100,000-bu. steel storage elvtr. in addition to their plant. Godfrey & Son will superintend the work.

Yukon, Okla.—The Plansifter Mfg. Co. of Oklahoma City has leased the elvtr. operated by the Wells Grain Co. and will remodel it, installing new machinery.

El Reno, Okla.—T. J. Rasp and J. R. Smiley have bot the elvtr. of the Farmers Elvtr. Co., taking possession May 13. They will operate as Smith & Rasp.

Amorita, Okla.—The Farmers Federation of Amorita has been formed to build a 10,000-bu. elvtr. Frank Loesser has been selected as mgr. of the company.

Piedmont, Okla.—Luther Bros. are building a new elvtr. here. The house will be of 13,000 bus. capacity, wood construction with concrete foundation and bin bottoms.

Cordell, Okla.—We are now closing up the affairs of our company and will ask for a dissolution of the corporation at an early date.—Cordell Gin & Mfg. Co., by W. R. Overbeck.

Watonga, Okla.—The new elvtr. of C. S. Semple, now under construction, will have a capacity of 15,000 bus. and is being erected on the site of the elvtr. burned Apr. 3.—J. W. Gerhardt, mgr. for C. S. Semple.

Woodward, Okla.—The Farmers Coal, Grain & Elvtr. Co., incorporated; capital stock \$5,000; incorporators I. J. Davis, Geo. A. Stewart, J. I. Carpenter, D. P. Thacker, Wm. A. Campbell, W. R. Smith and J. H. Hamilton.

Perry, Okla.—H. L. Boyes, banker and owner of the Red Star Elvtr., will operate it after June 1. M. C. Monroe, who recently sold his stock business, will have charge of the elvtr. The plant has a switch to both the Frisco and the Sante Fe.

Lovell, Okla.—The report that Houghton & Douglas were moving an elvtr. from this station to Indianola, was incorrect. They write: We never owned an elvtr. at this point but sold a cotton gin here and same is being removed.

#### PENNSYLVANIA.

Corapolis, Pa.—E. S. Farrell has withdrawn from partnership in the Ohio Valley Grain & Feed Co.

#### PHILADELPHIA LETTER.

C. J. Pennock, formerly head of the old firm of Pennock & Way, grain dealers, and former members of the Commercial Exchange, disappeared from his home some time ago and up to this time his friends mourn him for dead.—C.

Over 2,000,000 bus. of grain have been piled up at Girard Point and Port Richmond, owing to the strike of the long-shoremen, which has been in progress for the past two weeks. Vessels are leaving port with hardly any cargo on board, and it has been necessary to press the deck hands into the service of loading the boats.—C.

Members of the Chamber of Commerce held a meeting May 12 to confer on the establishment of a No. 4 grade of spring wheat, advocated by the grain com'te of the exchange in its expansion policy for the increase of the port's grain export business. The com'te alleged that the establishment of such a grade with certain changes in the No. 3 grade was prompted solely by a desire to keep the port abreast of competitive export centres. It was shown that by the adoption of a new grade exporters not now active here would divert large shipments to this port. In defense of the com'te's action Samuel L. McKnight, chairman of the com'te, said: "Other markets have grades of No. 4 spring, requiring wheat of from 49 to 52 pounds per bus., and permitting inferior wheat to be shipped as No. 4. The policy of this com'te is to win the preference of foreign buyers by shipping the best grain, rather than the worst. We had our experience with the latter kind as members will remember. Our inspection dept. is well equipped to do a much larger business, and the elvtr. facilities of the port are being enlarged." Frederick Heywood, representing Norris & Co., one of the largest grain exporting houses in the country, with branches in Chicago, Winnipeg, Montreal and Baltimore, told the grain trade that the creation of a new grade meant the addition of millions of bushels of grain to swell Philadelphia's export business. The measure was voted down, the com'te losing by 8 votes of the required two-thirds, the count being 48 to 36. The result will, however, be contested by Wm. M. Richardson, a member of the grain com'te, who insisted that a majority vote was all that was needed and objected to the ruling of the chair.

#### SOUTH DAKOTA.

Dante, S. D.—I am now mgr. for the Farmers Elvtr. Co.—John Cihak.

Yale, S. D.—The Farmers Elvtr. Co., incorporated; capital stock \$6,000.—B.

Arlington, S. D.—C. A. Carlson & Son have bot the two elvtrs. of A. Royhl & Co.

Putney, S. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co.

Parkston, S. D.—Otto Schulz and Martin Wudel have bot the elvtr. of A. Mehlafl, which was recently purchased by him from C. Rempfer.

Cavour, S. D.—The Atlas Elvtr. Co. has built an addition to its elvtr. and will handle flour, bran and shorts.—W. J. Hunt, with Farmers Elvtr. Co.



Mission Hill, S. D.—The Farmers Elevator Co. has been organized; capital stock \$8,000. G. Segard, D. R. Smith and Mark Welbey are interested. An elevator will be built.

Plankinton, S. D.—We have finished wrecking our old house and are now working on our new 30,000-bu. elevator, which will have two stands of elevators, cleaner, manlift, rope drive and 15 h.p. engine. The Younglove Constr. Co. is doing the work and we expect to have the house finished by June 20.—Plankinton Farmers Elevator Co.

Mansfield, S. D.—When J. A. Hye, agt. for the Eagle Roller Mill Co., recently attempted to loosen a mass of caked flaxseed using a pole to dislodge it from the side of the bin, it suddenly gave way and buried him. Quick work on the part of his helpers, who dug him out, saved his life and Mr. Hye is congratulating himself on his narrow escape from a horrible death.—B.

Lemmon, S. D.—The elevator of the John Hokanson Grain Co., which burned at 2 p. m., April 25, contained \$5,000 worth of seed grain. As the office and all books and records were destroyed, the total loss on building and contents has not been figured. The blaze started in the driveway and is believed to have been caused by the spark of a passing engine.

## SOUTHEAST.

Murdoch, Fla.—The Farmers Elevator Co. will build a concrete engine house.

Jackson, Miss.—The plant of the Alfalfa Food Products burned Apr. 24; loss \$11,000; covered by insurance.

Dublin, Ga.—The Dublin Grain & Provision Co. has been organized by D. L. Emerson and J. R. Folsom.

Salisbury, N. C.—J. M. Thompson and Chas. P. Coughenour have bot the business of the late R. B. Thompson.

New Britain, Conn.—A building belonging to the M. D. Stanley Co., Inc., burned to the ground at 11:44 a. m. May 6.

Wilmington, Del.—The Rye Cereals Co. incorporated to deal in grain; capital stock \$250,000; incorporators Herbert E. Latter, W. J. Maloney and Oscar J. Reichard.

Norfolk, Va.—The Norfolk Grain & Feed Co. incorporated; capital stock \$3,000 to \$15,000; officers R. A. Sebbell, pres.; L. A. Cowper vice-pres., G. D. Turner sec'y-treas.

## TENNESSEE.

Haley, Tenn.—Shires & Roberts are a new firm at this station.

Memphis, Tenn.—The failure of the Lesser-Ely Cotton Co. of Tunica, Miss., has involved a number grain and hay firms at this market. Lesser has disappeared and it is that more than \$1,000,000 will be involved in the bankruptcy proceedings.

## TEXAS.

Temple, Tex.—The Werkhiser-Polk Mill & Elevator Co. is out of business.

Waco, Tex.—We are enlarging our plant and installing new machinery.—C. H. Crouch, of H. H. Crouch Grain Co.

Dallas, Tex.—The Blair Grain Co., incorporated; capital stock, \$10,000; incorporators, R. W. Blair, Jesse Kitching and W. R. Harris.

Houston, Tex.—The Industrial Rice Mill Co. will build a 4-story rice elevator to replace the plant recently burned. The building will cost \$25,000.

Pilot Point, Tex.—Belew & Pondrom will be succeeded by L. G. Belew June 1. J. B. Pondrom will move to Aransas Pass and engage in the cotton business.

San Antonio, Tex.—The office of the Paul Bean Hay & Grain Co. was entered by burglars May 9 and the safe drilled open. It contained only papers and the thieves secured only a couple of pairs of shoes, a hat and a suit of clothes for their work.

## FORT WORTH LETTER.

The Julian Ivy Grain Co., incorporated; capital stock, \$4,000; incorporators, Julian Ivy, J. L. Walker and Julia R. Ivy.

Douglas W. King, who has been identified with the grain trade of Texas for ten years and secretary of the Ft. Worth Elevators Co. for two years, has resigned from the company and engaged in the grain business here on his own account.

The following have applied for membership in the Texas Grain Dealers Ass'n: Curbo Merc. Co., Crawford; Jacksboro Mill & Elevator Co., Jacksboro; D. W. King, Ft. Worth; and D. S. Sowell, Cleburne, Tex.—G. J. Gibbs, sec'y.

With a view of being able to present a request to the Railroad Commission for changes in the transit rules without serious objection from the millers or railroad people, Pres. Moore of our Ass'n has called a conference of our members, the Texas millers and the railroad people, to meet in the Chamber of Commerce in this city at 10 a. m. on May 26, a day prior to the annual meeting.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

I am pleased to advise that I resumed my duties in the office on May 1, and while the work of the office is always very heavy a month prior to, and a month after, the annual meeting, with the assistance of former Sec'y Dorsey and his son Royce I am getting along with the work all right, and gaining strength all the time, and hope soon to be back in my former condition, and I desire to thank all of the members for their kind expressions of sympathy and consideration during my illness.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

## ANNUAL MEETING OF THE TEXAS GRAIN DEALERS ASS'N.

The 15th annual meeting of the Texas Grain Dealers Ass'n will be held at Fort Worth, Tex., May 27 and 28, with headquarters at the Westbrook Hotel. The program follows:

TUESDAY, MAY 27, 1913, 10:00 a. m.

Address of Welcome—Hon. R. F. Milam, Mayor of Fort Worth.

Response—W. M. Priddy, second vice-pres., Wichita Falls, Tex.

Address—R. H. Drennan, pres. Oklahoma Grain Dealers Ass'n.

Address—Hon. Earle B. Mayfield, Railroad Commissioner, Austin, Tex.

President's Annual Address—T. G. Moore, Fort Worth.

TUESDAY, 2 p. m.

Annual Report—C. J. Gibbs, sec'y-treas., Fort Worth.

Report of Arbitration Com'te—A. B. Crouch, Chairman, Temple.

Report of Tri-State Appeals Com'te—L. G. Belew, Pilot Point, Tex.

"Economic position of Grain Dealer with regard to the Producer and the Consumer"—Hon. John Z. Keel, Gainesville, Tex., Hon. Peter Radford, pres. Texas Farmers Union, Hon. Cato Sells, Cleburne, Texas.

"Benefits of organization and Advantages of a National Credit Bureau"—J. Vining Taylor, Sec'y National Hay Ass'n, Winchester, Ind.

At 7:30 p. m. members and their guests will be tendered a buffet dinner at the Westbrook Hotel by the Ft. Worth grain dealers and millers.

WEDNESDAY, MAY 28th, 10 a. m.

"Uniform Confirmations"—General Discussion.

"Shud Returns be Furnished on all Grain Sold on Destination Terms?"—H. W. Archer, Purcell, Okla. J. E. Bishop, Houston, Tex. W. L. Dowlen, Windom, Tex.

"Correct Weight and Scale Inspection"—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n, Topeka, Kans. F. G. Maegly, AGFA AT&SF RR, Chicago, Ill. A. S. Dodge, Sup. Western Weighing Ass'n.

"Can the Southeastern Business be Handled on a Profitable Basis and How?"—B. E. Clement, Waco, Tex. J. A. Hughes, Howe, Tex. Dan Joseph, Columbus, Ga. Election of officers.

## WASHINGTON.

Pasco, Wash.—The Western Grain & Seed Co. has leased the warehouse of the Columbia Produce Co.

Touhey, Wash.—We have started work on a 20,000-bu. elevator at this station.—Mansfield Elevator & Warehouse Co.

Spokane, Wash.—We contemplate the building of one or more elevators within the next 30 days.—E. W. Swanson, mgr. Union Flour Mills.

Bell sta., Rockford p. o., Wash.—We will build a 25,000-bu. elevator at this station at once. This is a new town on the C. M. & St. P., 25 miles from Spokane.—Union Flour Mills.

Turner, Wash.—The Whetstone-Turner Warehouse Co. has let contract for a 120,000-bu. elevator to cost \$10,000. The house will be operated by electricity supplied by the Pacific Power & Light Co.

Malden, Wash.—G. R. Patterson, formerly supt. for the Leitch Warehouse & Grain Co., has resigned and is organizing a company to engage in the grain trade. He will take charge of the coast business of the new company and will operate in Palouse and Big Bend counties, dealing extensively in wheat.

## WISCONSIN.

Fisk, Wis.—A. T. Saunders has closed his elevator.

Walworth, Wis.—C. W. Van Schank has succeeded E. A. Peterson as mgr. of our elevator.—Milwaukee Elevator Co.

Waukesha, Wis.—Bowen R. Clawson, formerly in the grain business at this station and at several other points in the state, died recently at his home in Broadhead, at the age of 76.

Lake Geneva, Wis.—We have succeeded Burton, Denison & Davidson, the interests of the late E. Davidson having been purchased by the remaining stockholders.—E. D. Denison, Edmund Denison & Co.

Superior, Wis.—The plans for the new plant of the Gt. Nor. Ry. Co. at this port included an 8,000,000-bu. elevator, 2,000,000-bu. steel working house and a 6,000,000-bu. annex. The elevator will be built opposite the present elevator. "S."

## MILWAUKEE LETTER.

The Kassuba Com'n Co. has taken an appeal from the decision of the court in its suit against Horace Blodgett for \$473 alleged to be due on contract for future delivery.

Elevator "B," a landmark of the city, is being torn down to make room for more storage tracks for the C. M. & St. P. R. R. The elevator was built in 1861 by Angus Smith and cost \$480,000.

The new 250,000-bu. elevator of P. C. Kamm & Co. will be constructed of concrete and will be operated by electricity. It will be equipped with the latest machinery for handling and cleaning grain and will have a loading and unloading capacity of 30 cars per day.

The directors of the Chamber of Commerce have appointed W. A. Hottensen chairman of the entertainment committee of the Exchange for the National Ass'n of Mgrs. of Farmers Co-operative Companies to be held in this city June 26, 27 and 28. They have also made Leonard J. Keefe, chairman of the entertainment committee for the convention of the National Grain Solicitors Ass'n which will hold its convention at the same time. The headquarters of both organizations will be the Plankinton Hotel and sessions will be held in the Auditorium.

We are indebted to Sec'y H. A. Plumb for a copy of the annual report of the Chamber of Commerce which contains the usual list of officers, committees and members of the exchange together with a full report of the annual meeting of the exchange, held April 14. Statistics covering the receipts and shipments of grain, range of prices, monthly inspection, etc., are also given and the book contains the charter and rules of the Chamber of Commerce and the amendments passed during the year. The report is indexed and is an interesting compilation.



## Grain Carriers

Big ice fields on the Great Lakes are still proving a serious obstacle to navigation.

The water in the Soo Canal locks is about one foot deeper than last year, permitting boats to be heavier loaded.

The Sioux City grain rate case will probably be decided by the Interstate Commerce Commission before it adjourns next month.

The Interstate Commerce Commission has issued a pamphlet giving the rules of practice before the Commission revised, amended and adopted Mar. 20, 1913.

The grain rate from Duluth and Superior to Buffalo was fixed at 2c on May 23 and indications are that the boats now ready for loading will accept this rate.

Indictments for rebating were returned by a federal grand jury at East St. Louis, Ill., May 16 against the Vandalia, Big Four, Grand Trunk, and C. I. & S. Rys., and the O'Gara Coal Co.

The Iowa Railroad Commission won its suit against the C. B. & Q. R. R. to recover an overcharge on the part of the railroad on shipments made by the Alfalfa Meal Co. from Council Bluffs.

The increase in the minimum weight on grain products and seed from 24,000 lbs. to 30,000 lbs. by the A. T. & S. F. Ry. will be investigated by the Kansas Utilities Commission at a hearing May 28 at Topeka.

The complaint of the Kune Grain Co. against the Minneapolis & St. Louis Ry. Co. was investigated by E. B. Henderson, special examiner of the Interstate Commerce Commission, at a hearing May 24 at Des Moines.

The Vandalia R. R. has completed trackage arrangements to enable it to handle traffic on its Logansport-Butler line thru to Toledo. This extension gives the shippers in the fertile country tributary to the Vandalia direct access to the Toledo market.

The American Ass'n of Demurrage Officers has adopted resolutions favoring the increase in the demurrage rate from \$1 to \$3 per day. Members of the Ass'n asserted that many consignees find it cheaper to store their freight in cars than in public warehouses.

Reciprocal and average demurrage rules will be considered by the Canadian Railway Commission at its Ottawa sitting May 20. The question of demurrage has been before the commission for some time in connection with its efforts to solve the question of car shortages.

Agents of the Frisco Lines in Texas are authorized to settle claims for visible loss or damage to carload and less than carload freight to the limit of \$25. The road deserves commendation for this effort to cut away some of the endless red tape that is usually followed in settling claims.

The Otterbein Grain Co., Otterbein, Ind., has begun suit against the L. E. & W. Ry. Co. for \$15,000, because of the railroad company's failure to supply it with sufficient cars during the latter part of 1906 and the early part of 1907. The railway company pleads that, on account of the car shortage then existing, it was impossible to furnish the cars demanded without causing an unequal distribution.

A bill perpetuating the Commerce Court and giving it power to review orders of the Interstate Commerce Commission, both negative and affirmative, so that a shipper will have the same facility of appealing to the Court as do the carriers at present, has recently been introduced into the House of Representatives by Congressman Broussard of Louisiana.

The Montreal Harbor Commissioners have decided not to commence charging grain owners with the cost of transferring grain until next season, as grain exporters made their contracts for the present season before this charge was decided upon. In order to minimize the necessity for transferring grain, the exporters are requested to have their grain insured in whichever elevator it is stored.

A grain boat of 450,000 bus. capacity is now in course of construction by the Western Drydock & Shipbuilding Co., Port Arthur, Ont., to be completed in 1914. The vessel is 625 ft. long, 59 ft. beam, and 30 ft. deep. It will be too large to enter the Welland Canal and will travel between Pt. Colborne and Georgian Bay ports and between Duluth and Canadian ports. The largest Canadian ship on the Great Lakes is the Emperor, with 330,000 bu. capacity, although a vessel of 350,000 bu. capacity is being built.

Chapin & Co., operating an elevator at Hammond, Ind., were fined \$5,000 and costs recently by Judge Anderson of the federal court at Indianapolis for accepting rate concessions from the Michigan Central R. R. The company received small shipments from various points in the west during 1911 and, after assembling them at Hammond, shipped them east in carload lots, paying the carload rates from the points of collection instead of the 1. c. 1. The railroad was recently fined an equal amount for giving these concessions.

The first step in the demand for a 5% increase in freight rates was taken May 14 when representatives of the 52 roads east of the Mississippi and north of the Ohio and Potomac Rivers asked the Interstate Commerce Commission for a rehearing of the "eastern advance case," which was decided against the railroads two years ago. Their petition for a rehearing states that the railroads "are prepared to show that the cost of conducting the business of the carriers has been, and is being, steadily increased by increases in wages, increases in taxes, increased burdens imposed by legislative enactment, elimination of grade crossings and in various other respects, and that existing rates are insufficient to afford just and reasonable compensation and return to the carriers and are unreasonably low in view of the value of the service afforded thereunder."

A. T. & S. F. in Sup. 6 to 5655-T quotes a rate of 27½c on wheat and 24½c on corn from Miltonvale, Sulphur Springs, Aurora, Huscher and Concordia, Kan., to Galveston, Port Bolivar and Texas City, Tex., when for export; also to same points from Topeka, Kan., wheat 25½c, corn 23c; from Halifax and Alma, Kan., wheat 26c and corn 23c, effective June 15.

A. T. & S. F. in Sup. 4 to 5588-J quotes rates on grain and grain products between stations in Kan., Okla. and Colo., also Superior, Neb., and Joplin, Mo.; and Omaha, Lincoln and Sioux City; also cancels thru rates to Illinois stations on C. & E. I., C. H. & D., Big Four and Ill. Cent., and establishes thru rates from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., to Minn. and Wis. stations on Minn. & St. L. and Soo Rys., effective June 19.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. B. & Q. in Sup. 14 to 1921-C quotes switching charges on grain in the Chicago district, effective June 9.

A. T. & S. F. quotes a rate of 46½c on corn and oats from St. Louis and East St. Louis to Acme, N. M., effective June 10.

A. T. & S. F. in Sup. 3 to 6642D quotes distance rates on grain and grain products between stations in Kansas, effective May 3.

N. Y. C. & St. L. quotes a rate of 10c on grain and grain products from Fostoria, O., to Grand Rapids, Mich., effective May 25.

C. C. C. & St. L. in Sup. 9 to 771B quotes rates on grain and grain products from Indianapolis, Ind., to C. F. A. points, effective June 1.

Gt. Nor. in Sup. 26 to 22888 quotes rates on grain and grain products between stations in Minn., Wis., Ia., S. D. and N. D., effective June 10.

Southern in ICC C1531 cancels C1486 giving transit rules on corn at its stations when originating at Southern Ry. stations, effective June 1.

C. C. C. & St. L. in Sup. 6 to 743-B quotes rates on grain and grain products from Big Four stations to Ala., Fla., La., Miss. and Tenn. points, effective June 15.

Union Pacific in ICC 2639 cancels 2484 containing rates on wheat, corn and articles taking same rates, from points in Neb. and S. D. to Schuyler, Neb., effective June 2.

Great Northern quotes reductions in grain rates of from 1c to 5c from Montana points to St. Paul, Minneapolis, Chicago and Puget Sound points, effective July 15.

C. & A. in Sup. 2 to 1582B quotes rates on grain and grain products from Kansas City and other Mo. points to Ark. and La. points east of the Mississippi River, effective June 5.

C. B. & Q. in Sup. 30 to 1800B quotes rates on grain and grain products between stations on C. B. & Q. and connections, and Ill., Minn. points and St. Louis, Mo., effective June 5.

Ann Arbor in Sup. 6 to A-269 quotes rates on grain and grain products from Manitowoc, Kewaunee, Wis., Manistique and Menominee, Mich., to C. F. A. points, effective May 26.

C. M. & St. P. in Sup. 2 to 7642A quotes a rate of 16.9c on wheat and flour from Wellston, Ia., to Omaha and So. Omaha, Neb., and a rate of 14.3c on corn, rye, oats and barley from Omaha and So. Omaha, Neb., to Sioux City, Ia., effective June 1.

C. R. I. & P. Sup. 63 to C-6918 quoting a rate of 11c on bran, chopped feed, corn meal, grain screenings, oil cake, oil meal, etc., from Cedar Rapids, Cedar Falls, Davenport, and Muscatine, Ia., to Kansas City, St. Joseph, Mo., Armourdale, Atchison, and Leavenworth, Kan., also a rate of 12c on these commodities from Cedar Rapids, Ia., to Council Bluffs, Ia., and 9c from Cedar Falls, Ia., to Council Bluffs, Ia., has been suspended by the Commission until June 7.

Western Trunk Lines in Circular 11-A gives rules governing the privilege of shipping grain and other designated commodities or products, to stations where elevators, warehouses, mills, cleaning houses, malt houses or manufactories are located, and of shipping therefrom certain designated commodities or products, at the difference between the rate paid to the transit station and the through transit rate from point of origin, as shown by surrendered freight bills or credit tonnage slip, to transit destination, issued Mar. 29 and effective May 1.



**M. K. & T.** in Sup. 13 to 1980C quotes rates on grain and grain products from Colo., Kan., Mo., Neb. and Okla. points to Ill., Mo., La., Miss., Ala., Fla. and Ark. points, effective June 9.

**C. B. & Q.** in Sup. 14 to 1362-G quotes additional rates on grain, grain products and flaxseed between St. Paul, Minneapolis, Winona, LaCrosse, etc., and stations in Ill., etc., effective June 1.

**F. A. Leland** in Sup. 8 to ICC 911 quotes rates on grain, grain products and prepared stock feed from Tex. points to the Southwest and West; also from La. to Tex. points, effective June 15.

**Union Pacific** in Sup. 3 to 13475 quotes rates on grain and grain products between Kan., Wyo., Ill., Colo., Mo., Neb. and Kan. points, and Colo., Kan., Neb., N. M., and Wyo. points, effective May 28.

**B. & O. S. W.** in Sup. 7 to H-2122F quotes grain and grain products rates from Cincinnati, Louisville, St. Louis and other B. & O. S. W. points to Ky., Ohio, Pa. and W. Va. points, effective May 30.

**C. C. & St. L.** in Sup. 7 to 832Q quotes rates on grain, grain products and by-products from stations on Big Four and connections to eastern, interior eastern and Canadian points, effective June 1.

**C. & E. I.** quotes export rates on ground and unground oil cake, linseed oil cake meal and corn oil meal, from Chicago to Boston and New York 13c, Philadelphia 11c, and Baltimore 10c, effective June 3.

**C. B. & Q.** in Sup. 30 to 1800-B gives transit privileges on grain, grain products and seeds; also quotes rates on these commodities from Colorado stations to St. Louis, Peoria, Chicago, St. Paul and Duluth, effective June 5.

**M. K. & T.** in Sup. 6 to 4459 quotes rates on grain and grain products from Chicago, Ill., and its stations in Mo., Kan. and Okla., to Memphis, Tenn., Little Rock, Ft. Smith, Ark., and stations in Ark. and Okla., effective June 9.

**C. I. & L.** Sup. 4 to 45-P, quoting rates on grain, grain products and by-products from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., to various destinations, has been suspended until July 8.

**Wabash** in Sup. 2 to A5327 quotes rates on grain and grain products between Chicago, Decatur, El. St. Louis, Quincy, Ill., St. Louis and Hannibal, Mo., and rate points; and Lower Mississippi Valley, La., points, and stations on Wabash in Mo., Ia. and Neb., effective June 6.

**Wabash** in ICC 3236 cancels rates on grain, grain products and by-products quoted in ICC 2201, 2203 and 2707 from Wabash stations east of the Mississippi River and west of Detroit, also connecting lines to eastern seaboard and Canadian points, effective June 8.

**Wabash** quotes an 8c rate on corn oil between Decatur, Ill., and East St. Louis, Ill., and St. Louis, Mo.; also 15c on wheat and flour and 12½c on corn, rye, oats and barley between Chamberlain, Moran, Beaver, Park, Woodward, Gardiner, Perry, Ia., and Kansas City, effective June 1.

**Union Pacific** quotes wheat rates from Schuyler, Neb., to Crawford, Neb., 20.4c; to Deadwood, 30c; to Hot Springs, 26c; to Lead, Rapid City, Terry, S. D., 30c; also corn rates from Schuyler to Crawford, 18.7; Deadwood, Lead, Rapid City, Terry, 23c; and Hot Springs, S. D., 24c, effective June 2.

**C. M. & St. P.** quotes malt rates from Milwaukee to Belleville, Ill., 10c, to Murphysboro, 12c; to New Athens, Ill., 11c; from Burlington to Belleville, 10c; also rates on oats from Appleton, Wis., to Manitowoc, Wis., 7½c and from Hastings, Minn., to Galena, Ill., 12½c, effective June 1.

**C. R. I. & P.** in Sup. 14 to 1969-D quotes rates on grain, grain products, seeds, broom corn, straw and corn husks from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective May 29.

## Methods of Weighing Grain.

[Address by H. C. Kibe at Sioux City meeting of Western Grain Dealers Ass'n.]

Convenience must not be sought at the expense of accuracy, neither should the first cost of installation be the only factor considered, as regardless of the weighing equipment installed, the operator is simply deceiving himself by placing machinery to do duty under conditions unfavorable to its operation, or which will develop unfavorably to its operation.

In handling grain thru elevators, five types of scales are commonly brought into use—the wagon scale, the small platform scale, the hopper scale, the railroad track scale and the automatic scale.

It is well to locate the wagon scale as close to the elevator as possible, as grain is delivered over all conditions of roads and during a day's run of fifty or more loads, it would not be impossible to pay for several hundred pounds of mud.

Where the method of loading cars direct from wagon scales thru the elevator is used, it will not come amiss to have a thorough understanding between the party doing the weighing and the elevator operator. The important thing is to see that the grain intended for the car gets there. When different grains are being handled and the farmers are waiting, there is a strong temptation to move the turnhead spout too soon or in the rush, a load intended for a bin may go to the car. Of course, these are things the experienced elevator man well knows, and will guard against. He will keep a careful eye on the mechanism controlling the turnhead spout. He will see that the cut-off in the dump pit does not get out of order, and if the bin thru which the loading spouts passes happens to load out a mixed car of grain he will look for holes in the loading spout before discharging his helper, before he loses confidence in his outweighing scale or files a claim for shortages.

**Independent Foundation for Scale:** It is strongly recommended by those familiar with all conditions, that a hopper scale be installed on foundations independent of the building. The compression and expansion of cribbing and timbers causes movement which seriously affects the foundation of a scale built into the elevator. Ample room should be provided around a hopper scale to make its thorough inspection possible. Observing the scale and hopper without load and with hopper filled, will prevent interference by parts of the scale or hopper coming in contact with the building.

The care and testing used upon the wagon scale can well be observed in the use of the hopper scale. It is good practice to fill the hopper with grain and weigh the load in preference to placing weights to receive a certain amount and attempting to fill to this load. It is often difficult to fill to a certain load; besides, the weighing of each draft will serve to eliminate the failure to record or the double recording of a draft.

**The automatic scale,** like other machinery, must be surrounded with conditions which will not defeat its purpose. When they are placed in new elevators, conditions can be adapted to their use usually without additional expense. But when they are placed in elevators built without the consideration of such equipment, a compromise is often selected between convenience, cost of installation and the most favorable working place. Being a continuous weigher, it must be placed where the grain can pass to and from it when loading out a car. The small space it occupies makes it a very desirable equipment, especially where storage room is limited. It is simple in design, easily operated, does not get out of adjustment, and being a slow acting machine, the wear on parts is reduced to a minimum.

The term "automatic" suggests self-acting, but this should not be construed to suggest entire self-attending.

Above all things, do not install a scale where it will be neglected. If it is not given proper care and attention the human element of error will enter into its results seriously.

In contemplating an installation in the cupola of an elevator, where there is no manlift and a manlift cannot be installed, the work of climbing to the scale may be an objection. In this installation it is quite common to remove a section of the loading spout from the turnhead down to the proper distance necessary to make room for the installation. Unless this can be done without decreasing the force of discharging grain from the spout into the car, it will result in "shoveling back." When many of the older elevators were built, the present 40-ft. large capacity, grain cars were not used, and elevators amply high at that time, now will not load light oats without shoveling in the car. Reducing

the fall in an elevator of this kind insures the operator of shoveling back and additional expense of operation.

**An automatic scale** should never be installed over a distributor, because it will necessitate going to the scale to read the counter and weigh the last part hopper full, then going up and starting again; in case a farmer comes in with a load of grain that has to go into a bin reached by the distributor, while a car is being loaded.

When cupola installations are necessary, it will be found good practice to provide an overhead hopper sufficiently large to take care of variation in speed of elevating capacity, as an automatic scale running at full capacity will take grain quite uniformly in quantity as compared with the uniformity in quantity delivered to the scale by the elevating leg. This is due to variation in power, variation in grain running from bins to boot of elevator, and not always setting cut-off opening in the boot the same.

A very good method of delivering grain from the elevator head to scale in cupola (where elevator head is constructed to do so) is to discharge the grain from above the turnhead spout into the scale, thereby eliminating possibility of errors in manipulation of turnhead or distributors.

Most elevator operators prefer the working floor installation on account of the scale being always at hand, where it will receive proper attention, but in elevators where additional storage capacity has been added, the getting the grain to the scale becomes a problem. In most cases this can be accomplished by the installation of a stub elevator leg just high enough to deliver grain from the bins to a hopper over the scale, allowing the scale to dump into the main elevator leg. This requires little extra power, saves the fall required in the loading spout, and is far less expensive than raising the cupola and installing a manlift.

While automatic scales are constructed so that they are not easily affected by dirt from the grain, they should be kept clean. This can be easily done when adjusting for weighing. They should be carefully balanced before being put into operation and while weighing the automatic action or amount of grain in suspension should be tested at intervals. This gives a record of the weighing.

It is well to remember that in every elevator there are things to watch, outweighing scales should be frequently checked with the wagon scales. There is, perhaps, no better way to keep weighing equipment in condition than by observing the things you would like to know, were you buying the grain shipped from your elevator, on the basis of the weights furnished from its weighing equipment.

**The railway track scale** is outside of elevator difficulties. It is often stated that the track scale has a short duration of active service when compared with some other types of scales. This is a mistaken idea. Like the wagon, hopper and automatic scale, the installation is the important part of its efficiency. A railway track scale installed with wood frame and this wood frame allowed to decay until it gives way under a train, is not the fault of the scale. Ample drainage conduits should be provided the same as for wagon scales, and open space provided to allow the free circulation of air underneath.

**ARGENTINA,** with an acreage under corn not one-tenth that under this crop in the United States, is now the world's heaviest exporter, due largely to the decrease of our exports. In 1898 the United States exported 207,309,381 bus. of corn, and Argentina exported 28,230,887. In 1912 this country exported 30,979,900 bus. and Argentina exported 190,352,319 bus. of corn.

**THE WHEAT-GROWING** area in North America is capable of great extension, both into the colder regions in Canada and into the drier regions of both Canada and the United States, according to J. F. Unstead in the Geographical Journal (England). Mr. Unstead made a study of physical conditions in the representative wheat-growing areas of the world and comes to the conclusion that the wheat belt in America will be greatly extended and the yield per acre will be increased as a result of scientific investigation and the application by farmers of the information thus gained.



## Elevator Insurance Men Discuss Hazards

The first session of the four days' 6th annual meeting of the Mill & Elevator Mutual Fire Insurance Field Men's Ass'n was called to order in the auditorium of the Insurance Exchange at Chicago, 9:30 a. m. May 20, by Pres. C. H. Ryerson, with thirteen present.

The small attendance was due to a heavy rain and no direct means of transit between the distant headquarters hotel and the meeting hall. Before the forenoon passed, however, a full attendance of the field men in the city was had.

After Pres. Ryerson had read his address, Sec'y Wm. Reed made a report in which he told of the work of the Fire Prevention Bureau. "We started the Bureau with 8 companies and a list of 4,700 policyholders. We now have 15,000 policyholders. I am ashamed not to be able to give you gentlemen the figures this Bureau set out to compile. We have spent much money to collect these figures from the companies in the way of clerical expenses when I could have gone direct to the offices of the companies and dug out the statistics at much less cost."

Treas. C. B. Sinex reported the finances in satisfactory condition.

Pres. Ryerson appointed the following committee on resolutions: W. H. Ingalls, E. P. Jones, J. L. Bates, R. W. Sutherland and T. M. Van Horn.

J. C. Adderly, chairman of the governing committee: We are far more effective thru this organization than ever before. We have before Congress a new law on the tariff, that if passed, will have a bad effect on the hazard of certain classes of mills.

Manufacturers have shut down their plants in some cases, saying they can not afford to take the risk of paying heavy damages under the new compensation law.

A new era is at hand in the insurance world. We do not hear the old argument that mutual insurance is no good and can not exist. We see this in the courtesy of the stock companies granting us the use of this hall for our meetings.

State insurance of fire risks is being talked of in Missouri by the executives in charge there. If state insurance is carried thru in one branch it will be carried out in all branches of insurance. We all know the inefficiency of government when it attempts to serve. It means socialism.

R. G. Shaw, chairman of the committee on application of schedule, made a report on the application of the present schedule and the possible ambiguities, and made several suggestions as to making schedules absolutely clear. He recommended some changes in the rating schedule. Kerosene engine charges were particularly taken into consideration.

J. J. Fitzgerald: I object to the charge of 15 cents for shaft thru bins. This charge recognizes a construction that should not be allowed to exist. It was the same with wood pulleys. I can remember when 10 per cent of the elevators in the Southwest had wood pulleys.

T. M. Van Horn: I believe there are cases where the shaft thru bin can be permitted.

W. H. Ingalls: How much of a hazard is a shaft thru a grain bin? I never heard of much loss by reason of a shaft thru a grain bin.

L. R. Doud advocated a standard for fire doors.

J. J. Fitzgerald, chairman of the committee on common causes of fire, before reading his report said he had written to the other members of the committee, but received no response from the mill mutual men. Consequently his report covered the grain elevator side of the question. He said in part:

### Common Causes of Fires in Elevator.

During the year 1912, the trade periodicals reported 318 elevator fires—that is, damages and total losses. Of the causes assigned therefor, 39 or 12½% are charged to lightning. Thirty-one of the lightning fires were partial; 8 were total. This percentage is large enough; but it does not tell the story. June, July, August and September are the heavy lightning months. Lightning has been known to strike during every month of the year; but naturally, it is more frequent during the hot summer months. Of the 39 lightning fires reported during 1912, 25 were reported during the months above mentioned. Of the 8 total losses, six occurred during those months. During the same period of four months, 121 fires were reported all told, so that the percentage of lightning fires reaches 25½. One out of every four fires reported during June, July, August and September were due to lightning. The Grain Dealers' Fire Ins. Co. states that in ten years 28% of its reported fires were due to lightning or railroad sparks and 11% to causes unknown. Many of the latter could no doubt be traced to the spark.

It is not necessary for this committee to go into any detailed account of the why and wherefore of the lightning hazard. Let it be sufficient to say that it is known to all of you that a building covered with iron and properly grounded is so far as we know immune, or nearly so, to the lightning stroke. You also know that such a building doesn't take kindly to railroad sparks.

With the known loss ratio from lightning and sparks, and the fact pretty well established that both hazards can be eliminated or at least reduced to the minimum by covering a building with iron, we believe that here, if anywhere, is the place for this association and the mutual companies to start something.

Last year this committee took up the question of the elevator pit, and made a plea for improvement in its construction. We have noted some advance along that line during the past year; but it had another effect that we wanted to produce, and that was not looked for at the time. It smoked out some of the contractors. If you remember, shortly after the report was published a well known contractor went into one of the grain journals and ridiculed the idea of keeping the water out of a cemented basement. He was at once answered by the Universal Portland Cement Co. in an able article published in the Grain Dealers Journal May 10, 1912. Among other things they said that a cubic foot of water weighs 62½ lbs., and if a basement floor is two feet below the water level, a pressure of 125 lbs. per square foot is exerted, and as a cubic foot of concrete weighs 140 lbs., it is absurd to expect a 5 or 6-inch concrete floor weighing about 70 lbs. per sq. ft. to withstand this pressure.

But getting back to the lightning and spark hazard, let me ask "Where do we get off?" We know that we are being burned up. We know two culprits that are to blame for a lot of the trouble, and we know that by concerted effort we can stop their game. Then what is the trouble? Simply that we are letting the contractors put it over on us. A short time ago this proposition was put up to one of the leading contractors in the Northwest. It was pointed out to him that it would be to his advantage as a contractor to go to the prospective builder, and show him where he could save money on his insurance if he would build according to our standards, and especially so if he would iron his building. He thought well of the matter, and asked that it be put in writing; and furthermore that every other contractor in the Northwest be addressed in like manner; his reason being that he wanted to be on an equal footing with the other fellows. If he advocated iron at a

slightly increased cost, the other fellow might get the contract. The letter was sent to the twelve leading contractors of the territory. What do you suppose happened? Well, not one replied.

The question might properly be asked: Why in the name of common sense will any man put good money into a structure, fill it with valuable stock, insure it anywhere from 50 to 75% of its value, and then leave it to the mercy of lightning and railroad sparks—its two worst enemies? We don't know, but we have an idea that the average man, unless he has been through a fire, has little or no conception of the danger he is running. The small elevator town usually has no standards of construction. Many contractors, if we are to believe the many published statements on the question, build as cheaply as possible so as to keep within his contract price, and we get the modern wood covered elevator as a result.

How much longer is it going to continue? How much longer are we going to spend good money to put up elevators for the fun of seeing them burn?

How much longer will communities allow any old thing to be put up so long as it will hold grain, regardless of its own safety?

How much longer will the fire insurance companies, knowing the danger from the modern wood-sided - shingle - roofed - spark-catching-lightning-attracting elevator, sit back and let builders do as they please?

The owner, having a limited experience in the line of elevator construction, is willing to follow the advice of the contractor.

The contractor says that the assured has so much money to spend, and he has to keep within the figures, or let the job go to a competitor who will. To put on "frills" costs money, and far be it from him to suggest them when he has to bid for the job. The problem he says is up to the insurance companies.

Well, the stock fire insurance companies know little and care less about elevator construction, being content to either decline the business entirely, or to write anything that is offered. The mutual companies, while they have dealt with and eliminated many individual hazards connected with the elevator, have not taken up boldly the question of construction by getting on the ground before the plans are made, and seeing to it that they get at least a half a show for their money. And the reason seems to be that they have not yet been able to impress themselves and their work sufficiently on the mind of the elevator owner so that he will naturally look to them for advice rather than to follow his own ideas or those of the contractor. Of course there are elevator contractors, who are familiar with fire hazards and insurance standards, and who try to build accordingly. Their work speaks for itself; but in our opinion a solution of this problem of construction can be worked out only by the owner, the contractor and the insurance companies getting together for mutual benefit.

**Iron Covering.**—We have shown the danger from the modern wood covered elevator, and have shown that this danger can be reduced to the minimum if not eliminated by covering the building with iron. It costs from \$5 to \$5.25 a square to so protect an elevator. This would mean from \$300 to \$500 for the ordinary house; but to iron such a house when it is in course of construction means an additional expenditure of about \$100. This is not a large item in itself, and any man ought to be willing to spend it for his own safety. But, as a matter of fact, the cost is shifted to and borne with pleasure by the insurance company. Where insured in the mutual companies, there is a net saving of 30c a \$100 in the rate of an iron elevator over a wood elevator. Assuming that an average of \$10,000 insurance is carried annually, the saving is \$30 a year, and the extra cost is taken care of in 3½ years. Taking the old elevator as an example with a cost of \$500 to iron, the saving in insurance means 6% on the investment. Added to this is the additional sense of security felt by every man who has done his best to eliminate fire hazards.

We have our rules for ironing elevators to get protection from lightning, and no new ones are needed. The article of the Universal Portland Cement Co. in the Grain Dealers Journal covers thoroughly the method of constructing a proper basement. What we want to do is to see that these things are done. While, as stated before, we have been unable to get a response, I believe that the leading contractors of the country would willingly co-operate with our inspection bureau in getting these improvements. If the leading men would get together, the little fellows would have to fall in line. At any rate, it is useless for this Committee or any other committee to



waste time trying to correct a few minor defects that are properly the work of the individual inspectors until this question of construction is settled and settled right.

As before mentioned, we have no new rules to offer, but we would recommend that the bureau be instructed to put this matter before the different contractors of the country and keep it there until they understand that an ironclad house is our standard; and that we shall insist upon light basements and good workmanship throughout; and that elevator owners be educated to look to us for advice when building or remodeling.

T. M. Van Horn, chairman of the com'te on materials and construction, gave an interesting talk on the subject, considering the relative value of materials from a fire insurance standpoint.

Adjourned to Tuesday afternoon.

## Tuesday Afternoon.

F. J. Martin delivered an address on "Inter Insurance Compared with Mutual Insurance."

A motion carried that papers read before the Ass'n be printed in pamphlet form and distributed to all members of the Ass'n.

R. W. Sutherland, chairman of the com'te on valuations and depreciation, had a lengthy paper showing years of thought and study in the compilation of figures. He went to the extent of recording the opinions of 50 representative millers of the United States as to the correct depreciation of mill buildings and machines and had prepared a table showing the facts.

## Wednesday Morning.

Mr. Melhome told about pure iron, showing that corrosion was due to dissimilar metals mixed in the iron or steel, especially manganese, resulting in a pitting of the sheets by electrolytic action. He mentioned the bridge at Newburyport, built in 1804 and taken down a few years ago, when the iron links were found to be as good as new, having been made of cold blast Norway iron. For 72 years this iron bridge had not been painted. He told of metal roofs of pure iron that had been in place for a generation and never leaked. "Don't use for the roof what is intended for siding. No roof should be of less than 27½-inch material. Pure iron costs 1¼ cents per pound extra."

O. R. Van Dyke, chairman of the com'te on electrical equipment, went into the matter of revising the Ass'n's own code, and made good suggestions on additions

to the code, to make a code that will be plainly understood by the miller and elevator man and not alone by an expert electrician.

## Wednesday Afternoon.

F. J. Postel talked on electrical hazards and exhibited samples of different types of electrical appliances.

## Thursday Morning.

G. E. Wilson, chairman of the com'te on machinery standards, read an interesting paper. He outlined the work done in the past and touched on the co-operation of machinery manufacturers with the mutual insurance companies.

The reading of each of the papers was followed by lively discussion by the members.

C. H. Cole, chairman of the com'te on cob burners, reported no change from last year's approved design, which was described and illustrated in the Grain Dealers Journal. Considerable progress has been made by the com'te in testing out the approved cob burner, several burners having been erected on the com'te's plan and having been in use during the past year with satisfactory results.

H. O. Kallgren, a member of the com'te on inspection and requirements, dwelt on the necessity of having all inspectors make uniform requirements.

## Thursday Afternoon.

H. E. Brunner had a sample ball bearing showing method of operation. He contended that the hazard from hot boxes, which statistics showed had averaged more losses than any other known fire hazard, can be almost absolutely eliminated by the use of ball bearings.

Robert Henkel, G. A. McKinney, C. H. Ridgway and Glen Walker each addressed the Ass'n.

The com'te on automatic sprinklers did not make a written report. Last year's standards for fire fighting devices have been followed so far and are proving adequate.

H. E. Wilson submitted a uniform survey blank and inspection report. This form has the approval of the secretaries and is to be used by all field men in the future.

## Friday.

A. P. Husband's address on "The Mill-

ing Problem of To-day" was well received.

J. A. Vincent gave an interesting talk on moral hazard.

H. L. Newnan and J. C. Biggers talked on general business and suggested that the com'te prepare an extensive paper on the subject for the next meeting.

The com'te on nominations reported the following new officers, who were duly elected:

Pres., J. J. Fitzgerald, Sioux Falls, S. D.; vice pres., R. G. Shaw, Kansas City, Mo.; sec'y., Wm. Reed, Oxford, Mich.; treas., C. B. Sinex, Indianapolis, Ind.; governing com'te, C. H. Cole, chairman; T. M. Van Horn and J. C. Adderly.

The following new members were admitted: J. W. Just, L. A. Doyle, O. E. Southwick, R. G. Jones, F. J. Conover, W. A. Miles, H. E. Kallgren and A. W. Pfingsten.

A resolution was adopted that the meeting next year be held on a boat on a trip to Mackinac Island and return.

Adjourned.

## Entertainments.

All of the many entertainments planned were carried out, except that for the trip to Lincoln Park the ladies were the guests of Mr. and Mrs. J. T. Caldwell at luncheon. By auto the field men covered 60 miles of Chicago's boulevards. All saw "Broadway Jones" at a popular theater as the guests of the Michigan Millers Mutual. The Art Institute and the Zoo were visited. One day all were entertained at luncheon at a boulevard hotel in a body, and Wednesday evening the field men, ladies and guests greatly enjoyed the banquet at the Hotel Sherman, where music and four professional vaudeville artists contributed to the pleasure of the evening. A launch party closed the round of entertainment Friday afternoon.

Those present were: J. C. Adderly, C. E. Alexander, E. Arms, R. W. Baker, J. L. Bates, J. C. Biggers, C. H. Cole, Chas. Cook, F. J. Conover, Orville Davis, R. S. Danforth, L. A. Doyle, L. R. Doud, J. J. Fitzgerald, J. T. Fritchle, C. O. Garver, B. W. and H. M. Giles, H. G. Harris, F. H. Holt, H. M. Hutchinson, W. H. Ingalls, Geo. P. Johnson, E. P. and R. G. Jones, H. O. Kallgren, J. S. Kemper, I. C. King, C. R. McCotter, Leroy Neal, H. L. Newnan, C. O. Peters, A. W. Pfingsten, J. A. Reedy, F. S. Rexford, C. H. Ryerson, R. G. Shaw, C. B. Sinex, O. E. Southwick, R. W. Sutherland, G. R. Sweeney, O. R. Van Dyke, T. M. Van Horn, J. A. Vincent, L. S. Wardwell, Rollie Watson, G. E. and H. E. Wilson.



Banquet of Elevator Insurance Men in Chicago, May 21.



# Seeds

Clover fields looking exceptionally fine around Decatur, Ill.—S.

Rye seed treated with formaldehyde is almost immune from stem smut.

Timothy meadows short for this time of the year.—C. R. Einsel, Plymouth, O.

The Roanoke Seed & Supply Co. has recently been incorporated with a capital stock of \$50,000, and its first officers are L. H. Vaughan, Pres.; G. H. Clatterbuck, Vice-pres., and D. S. Meadows, Sec'y-treas.

J. Charles McCullough, wholesale seed dealer, has leased the building at 230 E. Fourth St., Cincinnati, O., for five years after being located in the bottoms for 25 years. He moves to higher ground on account of the floods.—S.

The barn of S. L. VanMeter, Lexington, Ky., was burned May 3, destroying 10,000 bus. of bluegrass seed. Insurance was carried on the barn for \$600 and \$7,000 on the seed.

The "Egyptian corn" libel suit brot by Jas. A. Everett of Indianapolis, Ind., against the printers of the Equity Farm Journal proved too difficult to decide by the jury in Judge McDonald's court at Chicago May 10. The jury, after twelve hours' deliberation, was unable to agree, and was dismissed.

Fennel seed exports from India increased from 375,000 lbs. in 1904 to 1,000,000 lbs. in 1910 and 2,500,000 lbs. in 1912. Imports of this seed into this country amounted to 481,000 lbs. in 1912 with an appraised value at point of shipment of 3.9c per lb. Fennel seed is used mainly for flavoring.

The dealers present at the meeting of the Tri-State Grain Producers & Dealers' Ass'n at Lima, O., May 16, are of the opinion that the meadows have stood the winter splendidly and are showing fine; acreage above normal. Clover probably exceeds its normal acreage by 20 to 30%.—T. P. Riddle, Sec'y.

The postal authorities are investigating a seed firm which has been selling alfalfa seed which it claims was grown on dry land in Montana. The Chamber of Commerce of Miles City, Mont., called attention to the fact that very little dry land alfalfa seed was grown in the state, and all that was grown was purchased by the state.

Alfalfa tests made by the Nebraska Experiment station have demonstrated that the use of farm manure in proper amounts and properly applied will greatly help to establish a stand of alfalfa. Inoculation with soil from a well-established alfalfa field gave uniformly better results than were secured by use of liquid cultures furnished by the U. S. Dept. of Agriculture. Complete information is given in Bulletin No. 136 of the Nebraska Experiment Station, Lincoln.

During the three months ending Dec. 31, 1912, imports of seeds for consumption in the United States included 183,926 bus. of castor beans, 546,309 bus. of flaxseed, 1,807,309 lbs. of alfalfa seed, 285,209 lbs. of alsike, 1,285,971 lbs. of crimson clover, 3,292,101 lbs. of red clover, 1,397,194 lbs. of white clover, 952,447 lbs. of all other clovers, 740,081 lbs. of hairy vetch, 120,900 lbs. of spring vetch, and a total for all grass seeds of 12,851,465 lbs., having an appraised value of \$1,400,452.76.

Springfield, Mo.—Our business for last season was fine, and because of the large amount of summer seed sown in our territory, will continue so.—Diamond Seed Co.

Russia produced 635,199 tons of sunflower seed in 1911 from 2,000,000 acres of land, which is greater than the output of either flaxseed or hempseed, the other two great oilseed crops of Russia.

The Sherman anti-trust law was invoked by Ford Brent of Paris, Ky., in defending a suit brot against him by D. S. Gay and others. In 1906 Brant sold a carload of bluegrass seed to C. E. Prunty of St. Louis. The latter notified Brent to deliver the seed to Gay and his associates, but Brent refused to do so. In his defense Brent states that Gay and his associates had entered into an "illegal combine for the purpose of controlling the bluegrass seed market in the year 1906, such combination being in restraint of trade and in violation of the State and Federal laws." Brent sold the seed at \$1.30 per bu. and by the time of delivery the price advanced 38c.

Sudan grass, a variety of sorghum introduced from Sudan, has been tested by the U. S. Dept. of Agriculture and has proved a valuable hay plant for the semi-arid regions. Remarkable results have been secured from test plantings of this grass in the semi-arid regions as far north as South Dakota. In the humid regions, however, the results were not uniformly satisfactory. Sudan grass matures rapidly and two cuttings a year for hay can readily be secured, with a total yield of from 4 to 4½ tons per acre. The seed weighs about 40 lbs. per bu., and the yield runs from 10 to 15 bus. per acre. The grass is readily eaten by stock and an analysis of the hay would indicate that it is of high feeding value, altho this point has not yet been determined by feeding tests. The government experts predict that Sudan grass will replace the foxtail millets to a large extent, as it produces better hay and usually larger yields. A complete description of this grass is given in Circular No. 125 of the Bureau of Plant Industry, entitled "Sudan Grass, a New Drought-Resistant Hay Plant," by C. V. Piper, Agrostologist in Charge of Forage-Crop Investigations, which may be had on application to the U. S. Dept. of Agriculture.

Section 217 of the Underwood tariff bill, which quotes the duties on seeds, reads as follows: "Seeds: Castor beans or seeds, 15c per bu. of 50 lbs.; flaxseed or linseed and other oil seeds not specifically provided for in this section, 20c per bu. of 56 lbs.; poppy seeds, 15c per bu. of 47 lbs.; mushroom spawn and spinach seed, 1c per lb.; canary seed, ½c per lb.; caraway seed, 1c per lb.; anise seed, 2c

per lb.; beet (except sugar beet), carrot, corn salad, parsley, parsnip, radish, turnip, and rutabaga seed, 3c per lb.; cabbage, collard, kale, and kohlrabi seed, 6c per lb.; egg plant and pepper seed, 10c per lb.; seeds of all kinds not specially provided for in this section, 10% ad valorem: *Provided*, That no allowance shall be made for dirt or other impurities in seeds provided for in this paragraph. Section 599 of the free list admits the following seeds exempt from duty: Cardamom, cauliflower, celery, coriander, cotton, cummin, fennel, fenugreek, hemp, hoarhound, mangelwurzel, mustard, rape, St. John's bread or bean, sorghum, sugar beet, and sugar cane for seed; bulbs and bulbous roots not edible and not otherwise provided for in this section; all flower and grass seeds; coniferous evergreen seedlings; all the foregoing not specially provided for in this section.

## BURBANK NAILS 32-EAR STALK STORY.

*Grain Dealers Journal*: With reference to the press reports in eastern newspapers that I had developed a stalk of corn bearing 32 ears, I wish to state that the report is partly true and partly false. It is not a true corn but a *cross of Teosinte and corn*. Some of the stalks produce as high as fifty or sixty ears to the stalk, but they are extremely small and of no practical value. The Luther Burbank Society can probably give further information, altho we consider it of little importance until further developed.—Respectfully yours, Luther Burbank, Santa Rosa, Cal.

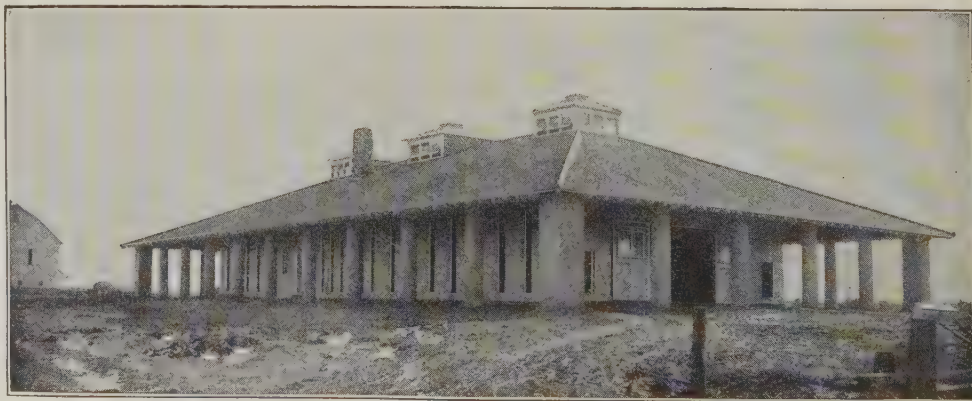
## From the Seed Trade.

Camden, O.—Supplies of seeds either in farmers' or dealers' hands almost exhausted. Some timothy but practically no clover. Acreage to seed crops has been increased rather than decreased. Clover looking fine and the likelihood is that there will be more than the usual acreage harvested for seed purposes. Some drift to raising sorghum for seed as well as soy beans, both of which are beginning to be offered in larger quantities each year.—Eikenberry Bros.

## SEED CORN HOUSE IN Colonial Style.

The seed corn house of the Miami Valley Seed Co. at New Carlisle, O., is both large and small. It is large in the sense that it will contain a large quantity of corn and small in the sense that it has all the advantages of storage in small cribs.

The interior cribs are so narrow, that well arranged air spaces between give a good circulation of air to dry the corn perfectly.



Miami Valley Seed Co.'s 12,000-bu. Seed Corn House at New Carlisle, O.



A furnace is a valuable adjunct to this plant and keeps the temperature above the danger point. The corn is handled by machinery, and the capacity of the house is 12,000 bus. Its attractive architecture is shown in the engraving. Of the 1,100 acres he controls, proprietor W. N. Scarff devotes 400 acres to seed corn.

## MARKETING BLUE GRASS Seed.

In the method in which it is prepared for market and in the marketing of the seed Kentucky blue grass differs widely from clover, timothy, or other grass seeds. Owing to the fact that special machinery is necessary to put the seed of Kentucky blue grass into a marketable condition, the seed is forced to pass thru comparatively few hands. This being the case, it has been possible for a few seedsmen practically to control the situation. Central threshing and rubbing plants are necessary for preparing the seed. These are located mostly in northern Kentucky, with perhaps a very few in Missouri and Iowa. The farmer is forced to sell to the operators of these threshing plants. In this regard one of two methods is usually followed.

The farmers sell either directly from the stripper or cure the seed after stripping and sell for August or September delivery. In some cases another practice is followed, which is really only a modification of the first. In this case the farmer contracts with seedmen to strip the fields with their own machines and labor. When the seed is sold directly from the stripper it is hauled to the thresher in large burlap bags. In some cases the seed is sold by grade and in other cases by the number of pounds per bushel. In other words, if either weeds or other inert matter is present in the seed the price is lower than the standard, or the seed might be sold at 15 or 16 lbs. per bu., which is an advance of 1 or 2 lbs. over the recognized weight.

In Kentucky there is usually quite a quantity of seed hand-stripped. This commands a higher price than machine-stripped seed on account of it being free from weeds and other inert matter. Farmers in Kentucky frequently organize, pool their crop and hold out against the seed cleaners, or "combine," as it is called. These pools have not in the main been of material advantage. Large handlers of seed in Kentucky frequently control to a considerable degree the seed produced in Missouri and Iowa.

The successive stages thru which the seed passes from the grower to the consumer are usually as follows: From the farmer to the seed cleaner, who is usually quite extensively engaged in the Kentucky blue grass business; from the seed cleaner or combination of seed cleaners to wholesalers and retailers directly—very seldom to the ultimate consumer or jobber. Terms are mostly cash.

The main diversion points for Kentucky blue grass seed are Winchester, Paris, and Lexington, Ky., St. Louis and Kansas City, Mo.

Farmers in Kentucky are as a rule fairly well posted on the market with respect to Kentucky blue grass. In Missouri and Iowa this is not true to such a large extent. Kentucky blue grass seed is a definite enterprise in Kentucky, and farmers may be said to be almost as familiar with the market for this crop as farmers in the corn belt are with the market for corn.—From Report No. 98 by Geo. K. Holmes, statistical scientist, U. S. Dept. of Agriculture.

## Feedstuffs

The Western Stock Food Co., Anderson, Ind., has been incorporated by Frank L. Brown, Frank E. Kimble and John C. Teegarden, with a capital stock of \$25,000.

Chapin & Co., Hammond, Ind., have registered the words "Acorn Dairy Ration" together with a picture of an acorn, to use as a brand for their line of horse and stock feeds.

The new Michigan law relative to the branding of foods requires that every container of food shall be labeled with its true name without any deceptive language and that the net weight of the food contained therein shall be marked on the package.

Southwestern millers decided at a meeting May 14 at Wichita, Kan., to label their bran as "bran and screenings" to avoid prosecution under the Federal pure food laws, as they find it practically impossible to prevent some screenings from getting in the bran.

Senator Owen of Oklahoma has decided not to urge the passage of his national feedstuffs bill now in Congress. He will let this matter go over until next fall in order to give the feed manufacturers and feed control officials an opportunity to offer suggestions.

Alfalfa molasses feed shipped by the Virginia-Carolina Feed Co., East St. Louis, Ill., to Newark, N. J., was seized by government officials because it failed to contain the percentage of protein stated in the label. The government will sell the feed at Trenton June 3 by auction.

Alleging that the Corn Products Refining Co. cornered the gluten feed market, Abe H. Stein and Kopel Wittlin, Buffalo commission men, are suing that corporation for \$150,000 damages. They allege that the Corn Products Co. has its own dealers in certain sections of the country and that it will not sell to any other dealers in those districts.

Michigan sugar beet growers are petitioning Congress not to reduce the tariff on sugar, as they claim it will put them out of business. This state now produces 100,000 tons of sugar beet stock feed yearly, and this production would be destroyed if the change in the tariff made the manufacture of sugar from beets unprofitable in this country.

The Charleston Milling Co., Charleston, Mo., has been forbidden to sell its mixed feeds in the state of Arkansas by John H. Page, State Commissioner of Mines, Manufactures and Agriculture, because of failure to comply with the Arkansas feedstuffs law. The Grain Com'te of the Little Rock Board of Trade is planning to test the legality of the Arkansas law as construed by Commissioner Page.

"Screenings or cleanings obtained from the wheat before it is ready for milling purposes," says Dr. A. S. Mitchell, acting chairman of the Board of Food and Drug Inspection, are not a wheat product and we are of the opinion it should not be so labeled. We can see no objection under the provisions of the National Food and Drugs Act in branding bran, standard middlings and such mill by-products which are obtained from the wheat berry itself as 'wheat products.'

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We have felt for a long time past that the cereal markets in this country were unduly oversold, and that the bearish influences had been over-discounted, leaving no leeway for the short seller beyond the small saving in prices caused by local readjustments, which signified no change in the underlying situation.

We also have been of the opinion that the short interest in wheat would be obliged to liquidate upward, the same as it has been obliged to do in oats, corn and provisions, as well as in wheat in the international markets of the world outside of those in this country.

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## Supreme Court Decisions

**Custom of Market.**—One dealer in a particular market is presumed to know all the customs of that market bearing on the transaction in question.—*William R. Smith & Son v. Bloom*. Supreme Court of Iowa. 141 N. W., 32.

**Valid Contract for Future Delivery.**—A contract of sale of cotton, entered into in good faith for cotton actually to be delivered, and which the buyer was to accept and pay for at the agreed price, was not a "gambling contract" on its face.—*Kilpatrick v. Richter*. Supreme Court of Georgia. 77 S. E. 1064.

**Fire Starting on Right of Way.**—Where a railroad negligently permits dry grass to grow on and incumber its right of way, so that sparks from its engines set fire thereto, which fire spreads to and destroys another's property, it is liable for such damage.—*Progressive Lumber Co. v. Marshall & E. T. Ry. Co.* Supreme Court of Texas. 155 S. W. 175.

**Evidence of Shipping Instructions.**—Where lumber was shipped by defendant carrier to the wrong destination, a shipping order, which plaintiff handed to the station agent at the point of shipment, giving correct shipping directions, and produced by defendant in accordance with plaintiff's notice, was admissible.—*Read & Davis v. Central Vermont Ry.* Supreme Court of New Hampshire. 86 Atl. 161.

**Recovery Under Illegal Futures Contract.**—Tho the original contract of alleged purchase and sale without an intent to deliver was illegal, an action may be maintained to recover an overpayment made thru a mistake of fact in connection with the settlement of the transaction concerning the alleged purported sale and purchase by plaintiff to defendant of cotton.—*Heidenheimer v. Beer*. Court of Civil Appeals of Texas. 155 S. W. 352.

**Consent to Street Scale Does not Authorize Obstruction.**—That a lot owner acquiesced in the erection of scales and an office upon a street in which he had an easement by virtue of his deed to the lot was not such a denial of the right of other lot owners to have a private easement in the street as deprived him of his right to enjoin an obstruction thereof.—*O'Donnell v. H. K. Porter Co.* Supreme Court of Pennsylvania. 86 Atl. 281.

**Penalty on Carrier for Delay in Settling Claim.**—A shipper, to recover the statutory penalty for the delay of a carrier in paying a claim for loss of goods in transit, must recover the full amount of his claim; and a shipper, filing a claim for the value of goods lost and for the freight paid, may not recover the penalty, where his complaint demands only the value of the goods.—*Ray v. Southern Ry. Co.* Supreme Court of South Carolina. 77 S. E. 1012.

**Recovery of Excessive Freight Charge.**—A consignee of property shipped in interstate commerce cannot maintain an action against the carrier to recover because of excessive freight charges exacted on such shipments, except for the enforcement of an award of damages made by the Interstate Commerce Commission under Interstate Commerce Act Feb. 4, 1887, c. 104, § 16, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1911, p. 1301), in favor of plaintiff, and a court is not given primary jurisdiction of such an action by the fact that the Commission, on complaint of the shippers, to which proceeding plaintiff was not a party, has made a finding that the rate was excessive, and an award of damages to such shippers.—*Franklin v. Philadelphia & R. Ry. Co.* U. S. District Court, Eastern District of Pennsylvania. 203 Fed. 134.

**Delivery Without Surrender of B/L.**—A provision in a B/L that surrender of the bill properly indorsed would be required before delivery is for the benefit of the carrier, and tho the carrier is bound at its peril to make delivery to the consignee or to his order, if delivery is made to the proper person it is immaterial that a surrender of the original bill was not required.—*Nelson Grain Co. v. Ann Arbor R. Co.* Supreme Court of Michigan. 140 N. W. 486.

**Rights of Transferee of B/L.**—The bank, which received a B/L attached to a sight draft for the price of a shipment and credited the amount of the draft to the shipper, had a right to the property shipped prior to that of a subsequent attachment creditor, whether the transaction constituted a transfer of the absolute title to it or merely a pledge to secure an indebtedness.—*Ladd & Tilton Bank v. Commercial State Bank*. Supreme Court of Oregon. 130 Pac. 975.

**Injunction to Restrain Monopoly.**—An individual dealer in hogs could enjoin an ass'n and the officers thereof from acting under an illegal agreement made in restraint of trade, whereby the members were required to sell their stock to the ass'n, or if sold to a competitor of the ass'n to pay to it a certain part of the proceeds of the sale; the effect being to avoid a multiplicity of suits.—*Reeves v. Decorah Farmers Co-operative Society*. Supreme Court of Iowa. 140 N. W. 844.

**Original Package and Implied Warranty.**—Where mill feed is bought from a dealer in the original manufacturer's package, without any representation from the dealer or reliance upon his judgment, knowing that there has been no inspection by the dealer, there is no implied warranty by the retailer as to its fitness to be fed to cattle, although he knows that it is bought for that purpose, and he is not liable for the death of cattle on account of glass being in such feed.—*Walden v. Wheeler*. Court of Appeals of Kentucky. 154 S. W. 1088.

**Remedy to Recover Freight Overcharge.**—Since a common-law action for money had and received is based upon a theory, not only of loss to plaintiff, but of consequent enrichment of defendant or some one for whom he may act through having received more money than he is entitled to, that form of action does not lie against a delivering railway company to recover a freight overcharge resulting from misrouting of a shipment by the initial carrier, where none of the connecting carriers received more than its lawful charge for the services rendered.—*Siggins v. Chicago & N. W. Ry. Co.* Supreme Court of Wisconsin. 140 N. W. 1128.

**Municipal Scales.**—The ordinance so providing held not unreasonable, nor arbitrary or discriminatory, because sales in quantities less than 500 pounds are excluded from the operation thereof, nor because it permits in certain instances the use of the scales of the buyer when the seller is satisfied with the weights given. The legislative authority granted by the charter of the city of Crookston, with respect to the regulation of the use of weights and measures, held to confer upon the city council authority to require by ordinance the weighing of coal upon the municipal scales.—*State ex rel. Stone v. Eck*. Supreme Court of Minnesota. 141 N. W. 106.

**Right to Use Firm Name.**—A father formed a partnership with his son under the firm name of his own name, followed by the words "and son." The father retired from the firm, and the membership thereof changed several times during its existence, but the firm name remained. The son, on retiring from the firm, sold to his copartner the right to use the firm name. Held, that the firm name was in legal effect a fictitious name, and the copartner acquired the right to use it, and equity would not restrain him at the suit of the son from so using it in his business conducted by him and another.—*Marcus v. McFarland*. Court of Appeals of Maryland. 86 Atl. 337.

**Carrier's Delay.**—Where, in an action for damages to a delayed shipment of potatoes, plaintiff showed that the shipment reached defendant's outer yard in good condition and became unmarketable during an unusual detention there, and defendant's evidence tended to show that such detention was due to a congestion of cars occasioned by an extraordinary demand for yard facilities which defendant could not reasonably have anticipated, the question whether the congestion was due to an obstruction which reasonable care by defendant would have avoided should have been submitted to the jury.—*Joynes v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 86 Atl. 653.

**Recovery of Excessive Freight Charges.**—Under Laws 1907, c. 582 (St. 1911, § 1797—37m), and Laws 1909, c. 271, § 1797—12a, providing that any shipper may complain to the Railroad Commission that freight rates charged are excessive, and may recover charges paid in excess of rates determined to be reasonable, the fact that another shipper had made complaint to the Commission and the rates in force had been found excessive and reduced did not relieve a shipper suing to recover excess charges paid before such reduction from the necessity of making complaint thereof to the Commission.—*Frank A. Graham Ice Co. v. Chicago, M. & St. P. Ry. Co.* Supreme Court of Wisconsin. 140 N. W. 1097.

**Alteration of Contract.**—Where one who was sued for breach of contract sought to avoid the contract entirely, by setting up that it was altered by the plaintiff in a material part, it was proper for the court to charge that if the alteration was made unintentionally, or without any intention to defraud, that would not render the contract as originally made void, and if the plaintiff was otherwise entitled to recover he could still recover on the contract as it stood before the change was made, if the original contract could be discovered and was capable of execution. Civil Code 1910, § 4296; *Lowry v. McLain*, 75 Ga. 372; *Gwin v. Anderson*, 91 Ga. 827, 830, 18 S. E. 43; *Snirley v. Swafford*, 119 Ga. 43, 45 S. E. 722.—*Morgan v. Nashville Grain Co.* Court of Appeals of Georgia. 77 S. E. 913.

**Carrier's Refusal to Receive Loose Hay.**—Under Revisal 1905, §§ 1066, 1099, 1112, giving the Corporation Commission supervision of railroads with power to make reasonable rates, and providing for the certification of copies of schedules made by the Commission, and Acts 1907, cc. 469, 471, authorizing the Commission to make orders for the safety and convenience of passengers and shippers, and to regulate the carriage of inflammable articles, and the rules of the Commission prescribing a classification for baled hay, and declaring that carriers need not receive cotton or other merchandise unless offered in good shipping condition, a carrier whose motive power is fire-driven engines may refuse to receive for transportation loose hay.—*Tilley v. Norfolk & W. Ry. Co.* Supreme Court of North Carolina. 77 S. E. 994.

**Negligence of Fellow Servant.**—As claimed by him, plaintiff, an employe in a mill for the manufacture of alfalfa meal, had been directed by the manager and foreman that when the machinery was out of repair he should assist in repairing it. The mill having stopped running, he left the place where he was working to ascertain the trouble, and discovered a feed cutter with the hood or cover thrown back, leaving the knives exposed. Relying on the orders of the manager and foreman that such cutter should never be started without closing down the hood, he placed his hand in the cutter to discover the trouble and was injured when the feeder, who, as between the two men at the machine, had charge of its immediate operation, but was not a foreman, started the cutter. Held, that if the feeder was negligent, as claimed, in starting the cutter while the hood was up, without warning, this was the negligence of a fellow servant, for which the employer was not liable, and a verdict for the employer should have been directed.—*Scherer v. Alfalfa Meal Co.* Supreme Court of Iowa. 140 N. W. 826.



## Supply Trade

Calgary, Alta.—The firm of R. O. Bennell & Voss Bros., contractors and builders of grain elevators, has been changed to that of Voss Bros.

St. Louis, Mo.—The Bemis Bro. Bag Co. announces that W. H. McCormick, representing the sign department, will very soon open an office in the Harris Trust Bldg., Chicago.

Minneapolis, Minn.—In the recent suit in the U. S. District Court of H. N. Stait Mfg. Co. of Kansas City vs. The Crescent Mfg. Co., Fairfax, Minn., the Stait Co. was awarded the verdict, with a reward of \$13,140. It is said that the Crescent Co. will appeal.

Creston, Ia.—The case of Spencer, Trustee, of Marseilles, Ill., against certain citizens of Shenandoah, Ia., for the sum of \$115,000 was started recently in the Federal Court. The cause of action grows out of removal of the Swanson Mfg. Co., makers of grain elevator dumps, from Shenandoah to Marseilles in December, 1910, and the insistence by the Shenandoah stockholders that their investment be protected.

Kansas City, Mo.—A recent mail brings the handsome new catalog No. 43 from the Witte Iron Works Co. It is in every way a splendid piece of literature for the selling of these engines direct from the factory to user. The many excellent illustrations add greatly to the interest, especially those showing Witte engines in actual operation, under many varied conditions. Every reader of the Journal who desires a copy, will be gladly furnished upon request of the Witte Co. One attractive feature described is the 5 year guarantee offered with the sale of each Witte engine.

Chicago, Ill.—District Manager F. A. Ketcham of the Western Electric Company's Chicago office, in speaking of the recent flood situation, said: "I estimate that before the entire damage is repaired we will ship out approximately 1,000,000 pounds of copper line wire, 7,000,000 or 8,000,000 feet of No. 17 drop wire, 40,000 to 50,000 cross-arms, together with the associate hardware, and probably 400,000 pounds of No. 12 iron wire. I understand that the American Telegraph & Telephone Company estimates that it has lost about 4,000 poles and the Western Union Co. about 8,000. We have been shipping from our various yards from 20 to 30 carloads of poles a day, this representing not the limit of our resources, but rather the transportation facilities available. The loss to the telephone companies in Ohio and Indiana will be less than was originally estimated insofar as central office equipment is concerned. Most of the large switchboards in the flooded districts were, fortunately, located above the ground floors of the buildings, and the loss to this equipment will be relatively small. The calls upon us for tools, construction outfits, rubber boots and rain coats have been very large. While it is true that our organization has been put to the severest kind of a test, many departments working on a 24-hour basis, and while we are still receiving many emergency calls, we do not feel that our resources are by any means exhausted, and in general, have the situation so far as material is concerned, well in hand."

Kansas City, Mo.—E. Lee Heidenreich, of the firm of elevator builders of that name, has bot out his partners, and is about to incorporate a new company.

The Advertising Link.—Advertising is one of the three links in the business chain. The other two are Right Goods and Right Service. The best advertising on earth will not compensate for weakness in the other two links.—Doorways.

Milwaukee, Wis.—The Allis-Chalmers Mfg. Co. recently took over the properties and entire operation of the business of the Allis-Chalmers Co., which latter company during the past year has been in the hands of a receiver. The new company will operate all departments of the business and carry out all contracts on hand. It has no bonded indebtedness nor liabilities of any character. In addition to all assets of the former company, the new company has over \$4,000,000 additional cash, for new working capital, which has been raised thru the recent reorganization. The new company will continue to operate the large West Allis works and the Reliance Works at Milwaukee, the Chicago works, and in addition will control the operations of the Bullock Electric Mfg. Co. at Cincinnati. O. H. Falk, who for the past year has been receiver, has been elected president of the new company, with general offices at Milwaukee.

### Exports of Breadstuffs.

Exports of breadstuffs during the ten months prior to May 1 included 78,635,420 bus. of wheat, 9,679,864 bbls. of wheat flour, 46,387,079 bus. of corn, 32,708,948 bus. of oats, 1,202,148 bus. of rye, and 16,492,062 bus. of barley; compared with 27,973,953 bus. of wheat, 9,488,882 bbls. of wheat flour, 38,114,568 bus. of corn, 1,436,432 bus. of oats, 2,569 bus. of rye, and 1,360,927 bus. of barley during the ten months ending May 1, 1912.

Wheat exports totaled 6,558,224 bus. in April, compared with 1,205,375 bus. in April, 1912. The total values of the breadstuffs exported during the ten months ending May 1, was \$100,846,682; compared with \$96,218,260 for this period in 1912, as reported by O. P. Austin of the Bureau of Statistics.

### Imports of Breadstuffs.

During the three months ending Dec. 31, 1912, imports of grain into the United States for consumption were: Barley 321 bus., bran and mill feed valued at \$53,729.70, buckwheat 14,814 bus., corn 214,890 bus.; oats 11,620 bus., rice paddy 100,052 lbs., cleaned rice 4,005,107 lbs., uncleaned rice 12,871,144 lbs., rye 2 bus., wheat 173,735 bus., wheat flour 35,362 bbls., and broom corn to the value of \$9,338. The wheat flour paid an import duty of 25% ad valorem. The fact that foreign millers found it profitable to send this quantity of flour into our country despite the 25% tariff seems to support the contention of American millers that the reduction of this duty to nothing as provided in the Underwood bill would flood this country with foreign flour and put the American mills out of business.

THE OCEAN-TO-OCEAN Highway has been given enuf free cement for its construction. The members of the Ass'n of American Portland Cement Manufacturers on May 13 agreed to give 1% of their annual output for three years. Manufacturing firms have already subscribed \$4,000,000 to this plan, and practically enuf money has now been raised to construct the road.

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Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the —R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

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## Patents Granted

**Belt Conveyor Idler.** No. 1,062,325. (See cut.) Jos. Dierdorff, Columbus, O. The idlers are tapered towards their axes and mounted on shafts, the ends of which are flush with the top of idlers.

**Seed-Corn Rack and Stand.** No. 1,062,242. (See cut.) Louis W. Klug, Woonsocket, S. D. A rack, supported on a stand, is subdivided by wires longitudinally and transversely for supporting ears of corn.

**Feed-Mixer.** No. 1,061,987. (See cut.) Jas. A. Craig, Toronto, Ont. A rotor is suspended beneath a semi-cylindrical spout in which is a deflecting plate underneath a small hopper for regulating the flow of feed thru the rotor.

**Grain Car Door.** No. 1,062,476. (See cut.) Henry H. King, Gresham, Ore. The door consists of a series of sections, strengthened by reinforcing straps, hinged to swing horizontally and equipped with rods which lock the sections in either the open or closed position.

**Car Stopper and Starter.** No. 1,061,567. (See cut.) Enoch H. Pugh, Nelsonville, O. This device consists of two pivoted plates connected by a bolt, and a lever pivoted between the plates so that the downward swinging of the lever forces the plates apart.

**Elevator.** No. 1,061,394. (See cut.) John H. Michener, Jr., New York, N. Y. The belt carrying the buckets runs over a drum which is connected to the engine or motor furnishing the power. The lower part of the elevator frame is arranged to slide up and down, being moved by a chain also connected with the driving drum.

**Automatic Weighing Machine.** No. 1,061,983. (See cut.) Willis Clothier, New Castle, Del. A weighing hopper connected to a scale beam is suspended beneath a spout provided with two sets of finger mechanisms which operate the opening and closing of the two sections of the hopper as the grain is fed into the hoppers.

**Grain Cleaner.** No. 1,061,971. (See cut.) Chas. L. Amen, Carthage, S. D. A housing is provided at the upper end of the elevator leg. Connected to this housing is a fan case, the opening between the two being provided with deflector plates so as

to permit the chaff and smut to be drawn out of the grain by the suction of the fan and the grain to be deflected into the spout below.

**Feeder-Mixer.** No. 1,062,086. (See cut.) Elbert S. Dixon and Henry E. Werner, Houston, Tex. This device consists of a measuring chamber and a mixing chamber underneath, a conveyor for carrying material from the mixing chamber to the measuring chamber, an outlet in the mixing chamber provided with a device for controlling the flow, a mixing device and a barrel suspended above for containing a fluid ingredient.

**Adjustable Feeder and Mixer.** No. 1,061,348. (See cut.) Joseph L. Willford, Minneapolis, Minn. A rotary feeding wheel, provided with a circular trough around its circumference, is suspended immediately above a feeding table. Into the feeding trough is hung a feeding spout and back of the spout is a fixed backstop. In the bottom of the circular trough are a series of openings thru which the grain drops into the hopper below.

### Compensation Law in New York.

A workmen's compensation act was recently passed by the New York legislature which covers the principal industries. An employer is given a choice of four methods of providing for his employees in case of accident—by a state insurance fund to which he would contribute, by insurance in casualty companies, by joining a mutual employers' insurance company, and by assuming the liability himself, provided he gives to the state insurance department satisfactory evidence of his financial ability. The basis of compensation is 60% of the wages earned. An employer who does not take action under the law is deprived of the usual defenses when sued under the common law by an injured employee. New York employers, according to one estimate, now pay out \$15,000,000 annually in insurance premiums or in settlements for injuries to employees; under the new law it is believed they will expend more than three times that sum.

We cannot afford to miss a single number of the Grain Dealers' Journal.—Miller Grain Co., Williamsport, Ind.

I read the Grain Dealers Journal regularly in order to keep up with the trade. I have gotten valuable information out of it.—Chas. W. Knapp, Somers, Mont.

## Books Received

**THE WHEAT LEAF MINER**, by J. S. Houser, gives the life history of an insect pest found damaging the leaves of wheat grown at the Ohio Experiment Station. Bulletin 251, 8 pages, Ohio Experiment Station, Wooster.

**CONTRIBUTIONS TO THE STUDY OF MAIZE DETERIORATION**, by Carl L. Alsberg and Otis F. Black, is an investigation into the effects upon animals from penicillic acid, the toxic agent in corn mold. The authors come to the conclusion that while moldy corn is not fit for food for either human beings or cattle, it is not sufficiently poisonous to cause death, nor is there any evidence that it is the cause of pellagra. Bureau of Plant Industry Bulletin 270; 48 pages; Washington, D. C.

**THE AUTOMOBILE BLUE BOOK**, Volume 4, contains complete information covering automobile routes in the states of Ohio, Indiana, Kentucky, Illinois, Michigan and Wisconsin. Maps show the various routes, and in the text is given detailed instruction to guide the tourist at every turn of the road. For the more important towns a small city map is also shown indicating the streets to be used by the motorist; also the garages and hotels to be specially recommended are shown in the text. The book is almost a necessity to the motorist who wishes to tour thru the middle West. Leather binding, 1088 pages; The Automobile Blue Book Publishing Co., Chicago and New York. Price \$2.50.

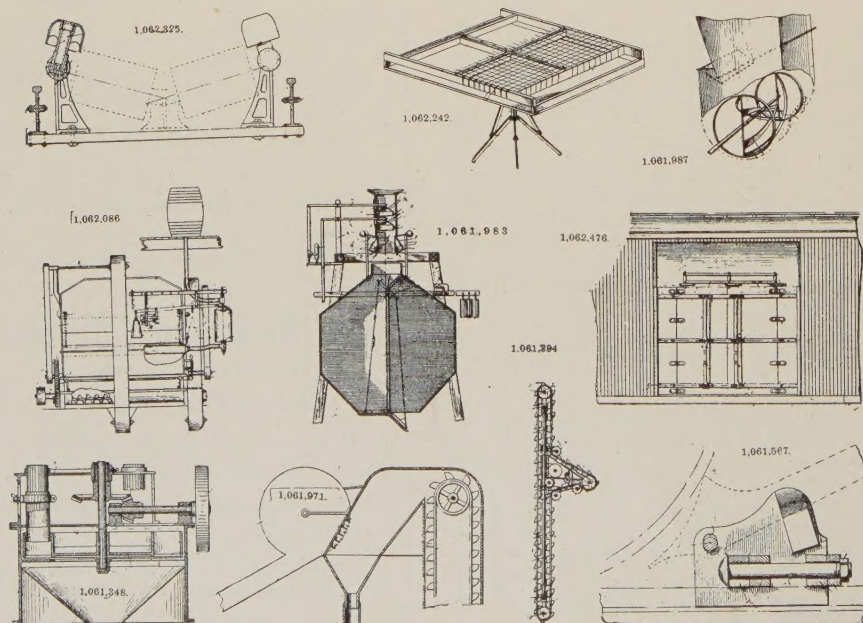
**OATS**, by C. G. Williams and F. A. Welton, gives the results obtained at the Ohio Agricultural Experiment Station in testing 175 varieties of oats. Thirty-six varieties are described in tabular form, the extremes in size of kernel were found to be the Storm King and the Welcome varieties, which had 751 and 1523 kernels per ounce, respectively. On the basis of the 9-year average yield, the best five varieties, in the order of their yield, were as follows: Siberian, Big Four, Silver Mine, Improved American and Sixty Day. The pamphlet also contains a number of tables showing the effects of fertilization, early and late planting, preparation of seed bed, thick and thin seeding, and other factors affecting the yield. Bulletin 257, 28 pages, Ohio Agricultural Experiment Station, Wooster, O.

### Rural Telephone Development.

The telephone's commercial value to the farmer is greatly increased by the help it gives him in selling operations. Before he takes his produce to the markets, a few minutes spent at the telephone will give him a report on the price situation. He can then take his produce to where he can get the best price. Better still, he can oftentimes even close his sales over the telephone after getting his market report, without first having to drive into town.

When the crops are growing or ready for gathering, the telephone may be the means of saving a whole season's work from destruction by enabling the farmer to telephone to the post office every morning to obtain a reliable government weather report. If frost or storms are predicted, he can take measures of protection in time to avoid a partial or even a total loss.

As an indication of the extent of rural telephone development in the United States, the Western Electric Co., which has been one of the pioneers and leaders in that development, reports that during 1912 over 100,000 rural telephones were sold by it to farmers' mutual companies, or direct to farmers themselves, making a total of over half a million telephones in four years. There are now over 2,000,000 farmers using the telephone and the number will increase as the other three millions come to a realization of the real help the telephone will be.





INCORPORATED 1877

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This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.50

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## CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

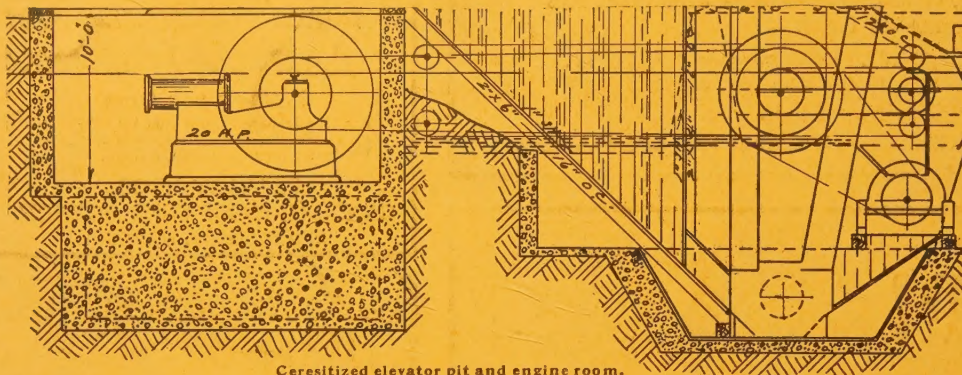
These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL  
315 S. La Salle St., CHICAGO, ILL.



# WATERPROOF YOUR CONCRETE Elevator Pits and Scale Pits

**Read This Letter:**



Ceresitized elevator pit and engine room.

Ceresit Waterproofing is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

## CERESIT WATERPROOFING CO.

58 W. Adams Street, CHICAGO, ILL.

Branches: 1133 Broadway, New York

1218 S. Chestnut St., Philadelphia, Pa.

Breda, Iowa, Nov. 20, 1912.

CERESIT WATERPROOFING CO.,  
Chicago, Ill.

Gentlemen—The Ceresit which we have used in the construction of an elevator pit gives entire satisfaction.

Our elevator is situated on very low ground without any drainage whatever. During wet times the ground becomes so saturated that water stands on top of ground. In order to have a pit it is necessary to have a steel boat pan or something to take place of it which will keep water out.

We have found that concrete mixed with Ceresit will take the place of a steel pan at one-half the cost and last longer.

Although we have not had this newly constructed pit very long, we feel, however, we have had it thoroughly tested, as it has been surrounded by six feet of water for four months and none has passed through. We take pleasure in recommending Ceresit to any in need of such an article. Very truly,

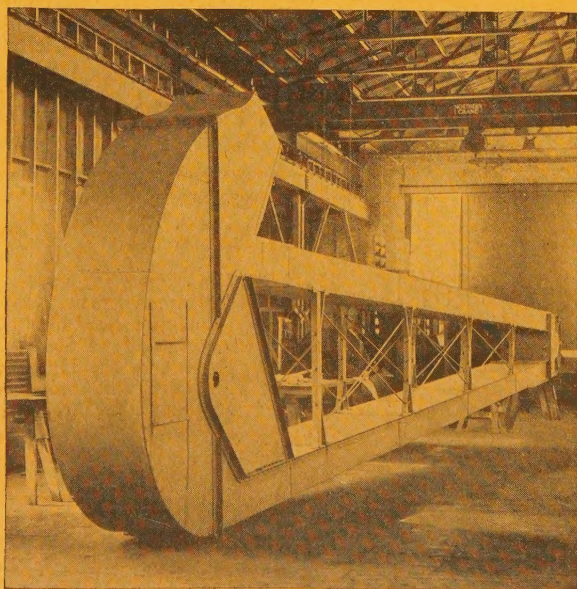
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Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, we consider the DAY first. Yours truly,

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